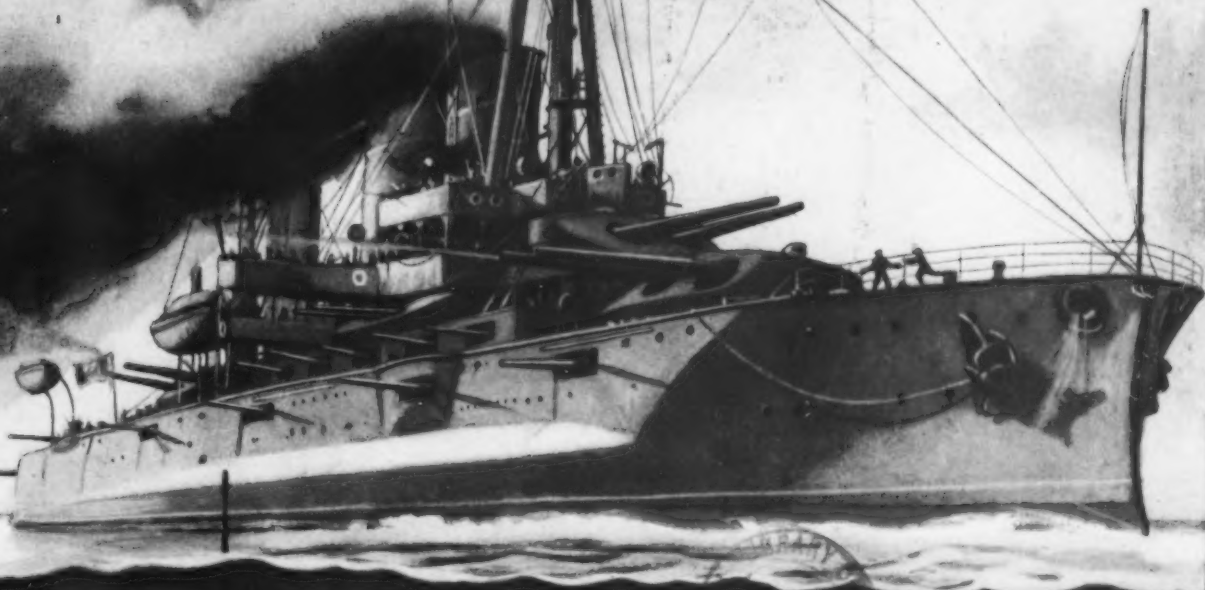


April 15, 1915

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Illustrated Weekly Newspaper
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Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER
"In God We Trust"

CXX Thursday, April 15, 1915 No. 3110

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SUBSCRIPTION OFFICES: Main office—Brunswick Building, 225 Fifth Avenue, NEW YORK. Branch subscription offices in thirty-seven cities of the United States. European Agent: Wm. Dawson & Sons, Ltd., Cannon House, Bream's Bluff, London, E. C., England.

Subscriptions for all the publications of Leslie-Judge Company will be taken at regular rates at any of the above offices. Annual cash subscription price \$5.00.

Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

CHANGE IN ADDRESS. Subscriber's old address as well as the new must be sent in with request for the change. Also give the numbers appearing on the right-hand side of the address on the wrapper. It takes from ten days to two weeks to make a change.

ADVERTISING OFFICES: Main office—Brunswick Building, 225 Fifth Avenue, New York. Western office—Marquette Building, Chicago. New England office—Tremont Building, Boston.

EDITORIAL OFFICES: Main office—Brunswick Building, 225 Fifth Avenue, New York. Washington Representative—28 Post Building, Washington, D. C.

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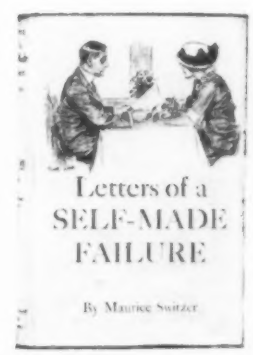
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4-15

Titanic Struggle of



RUSSIAN TROOPS IN HASTILY CONSTRUCTED TRENCHES

It is frequently necessary for men in the advance positions to dig themselves into the ground quickly to escape a withering rifle fire. Every soldier carries an intrrenching tool and these are supplemented by spades, which are a necessary part of the equipment of a modern army. In the level plains of Russian Poland where there is no natural cover, field trenches are the only protection the troops can have.



A SINGLE SHELL FROM A FIELD GUN DUG THIS HOLE

The shell was from a six-inch Austrian gun and it struck in an open space where the ground was hard. The earth displaced was not heaped up but packed together or dispersed in the form of dust.



AUSTRIAN GENERAL CAPTURED

The Russians have taken many Austrian prisoners. At Przemyśl the men and officers made prisoners when the fortress surrendered numbered 120,000. In the fighting that is still raging in the Carpathian Mountains detachments of Austrian troops constantly are being cut off and captured. Russia is making a determined effort to get into Hungary by crossing the Carpathian Mountains and Germany has rushed several corps of troops to the assistance of the hard-pressed Austrians. April 5th the Russian war office reported the capture of roads leading to Bartfeld and in Lutowski district. It is reported that the feeling in Germany is bitter against Austria because the armies of the Dual Monarchy have not been successful. In all important campaigns the Austrian forces have been assisted by German troops.



CAVALRYMEN WHO HAVE FALLEN INTO THE HANDS OF THE ENEMY

The mounted troops of the Emperor Francis Joseph have varied uniforms. In this small group of prisoners are found four styles of head-dress, indicating the regiments to which the wearers belong. Russia has been sending many of her prisoners of

war to Siberia, where, it is reported, they suffer great hardships. When Przemyśl was taken the garrison surrendered on terms which stipulated that the men should not be sent to Siberia. They were also allowed to march out with the honors of war.

Czar and Kaiser

COSSACKS ON A RAID

J. Wladimir off, who represents LESLIE'S and the London Graphic with the Russian armies in Poland, here pictures in a spirited way an attack by Cossacks on a German motor supply train. The Cossacks are hardy and fearless, and are invaluable in guerrilla warfare. They hang upon the flanks of the enemy, picking off stragglers, capturing their supply wagons and keeping them in constant apprehension. They are not so well trained as the crack German cavalry regiments that have opposed them, but they are natural horsemen and are probably capable of undergoing greater hardships without impairing their efficiency. They are particularly hated by the Germans, who tell many tales of their excesses and cruelty. These, however, do not seem to be well founded.



DISASTROUS RETREAT ACROSS THE ICE IN RUSSIAN POLAND

When the Germans were last repulsed in the region of the River Niemen the lakes and streams of Poland were frozen over and they attempted to take off their guns across the ice. In many places the ice broke and guns, horses and men went down in the freezing water. The losses in this way

were quite serious. This drawing by J. H. Jures is from a description by a survivor. It illustrates the horrors of war in winter. The past winter witnessed more fighting than any other in history. Spring will open soon in Russia and with it will come a still greater carnival of slaughter.

Leslie's Illustrated Weekly Newspaper

New York, April 15, 1915

EDITORIAL

Let the Thinking People Rule!

Why the Tide is Turning

NATURE works in its own way. It is governed by immutable laws. The apple will drop from the tree, but the law of gravitation will not carry it back. The world revolves on its axis as it has from the day of creation. It is not like the hands of a clock that can be turned backward. The stars move in their unchangeable orbits and the moon's phases are today what they were when the orb of night was set in the skies.

If one should demand that we legislate to change the laws of nature and revise the rules of the universe, he would become the laughingstock of the world. Economic laws are not as immutable as those of nature, but they are and will be the great governing principles of trade, finance and commerce between men and between nations as long as civilization endures.

The law of supply and demand—as simple as it is brief—provides that, if an article be over-produced and under-consumed, its price must decline, and if the supply be short and the demand heavy, the price will advance. Yet there are those who believe, in this enlightened day, that prices can be regulated by law, that commissions made up of inexperienced men and theorists with wild visions of a new destiny for man and a new freedom for trade, can change economic laws that have governed as far back as civilization goes.

Six million voters in this country sincerely believed the theory of a visionary politician that silver, by law, could be given a fixed and determined value as compared with gold, the standard of value among all the great nations of the world. Millions of thoughtless voters in the United States, a few years earlier, were deluded into the belief that the government could print an unlimited issue of greenbacks and send them out as fiat money and maintain them on a gold basis without an adequate gold reserve behind them.

So now there seem to be countless persons more or less thoughtless who still believe that the currents of business can be regulated by legislation and that prosperity can be produced by new methods of tying up capital so as to limit its activities, shackle its freedom and compel it to bear all the burdens of public extravagance. We might as well try to regulate the trade winds.

Under this new method of establishing prosperity by demagogic legislation we have driven the express companies almost out of business, a large part of the railroads to the verge of bankruptcy and many of our industrial corporations into such enforced economies and retrenchments that the payroll constantly grows smaller and the list of unemployed larger.

The people are facing the natural result of submitting so long to the quack remedies of demagogues and theorists. We have hundreds of thousands clamoring for work, we have the revival of the soup house, the shrinkage of dividends, an unprecedented list of bankruptcies, large and small, the withdrawal of capital from all new enterprises, and the smallest railway mileage under construction reported in many years.

Idiotic!

THE way to help business is to help it. Somebody should impress upon the Attorney General of the United States this vital fact. President Wilson has declared in favor of a squarer deal for business men than they have been getting and fairer play for the corporations, including the railroads.

It is too bad that Attorney General Gregory is not in sympathy with the President's attitude. He still continues his efforts to bust and smash and undermine the business of the country because it is big and made so by combination. He frankly admits that he does not do this on the ground that the corporations are increasing the cost of living or interfering with fair and free competition. He does it because, under the law, he can do it and he does it because he is suspicious that some harm may be done in the dim and distant future. We ask every fair-minded man to read the substance of the 157 pages constituting Attorney General Gregory's brief in the case of the International Harvester Company. It is certainly not written in the light of reason, and in its essence it is not far from idiotic.

The Government contends that if an Edison a Car-

Let Us Honor Each Other

By HON. ELIHU ROOT

THE real reason why business does not go forward is because away down in the hearts of all Americans there is a doubt of what will happen at the hands of this hostile Government. The election of a Republican President in 1916 will not be enough to curb this tendency. The people who are doing these things are honest Americans, but they do not understand the situation. This misunderstanding should be cleared away. Its continuance again would raise a doubt of the perpetuation of the Union. We cannot live with misunderstandings between sections of the nation. Business men should see that they are not misrepresented or misunderstood. They should get out of the condition of mind which they have been in, should assert themselves and put forth a campaign of education and instruction, so that people of all sections of America can honor and respect each other as Americans.

negie, a Morgan or any other captain of industry should build up a great, powerful and prosperous industrial organization, commanding and perhaps dominating the trade in any particular line, the law could not interfere with its progress nor assail it because it was big, powerful and dominant. But if any one of these gentlemen, or any one else, should find three or four or more industries in the same line, perhaps losing money because of inefficiency, an ill-chosen location or for any other reason, and should assemble them in an effective organization, even though the combination should be far less in magnitude than that which an individual had established, it would be subject to attack under the Sherman Anti-Trust Law. The Government would step in and demand that this combination, because of the manner of its organization, be destroyed by dismemberment. The Government would re-establish the units of failure which, under combination, had been made a single unit of success.

It is attempting to do this in the International Harvester Case and in other pending cases, without reference to whether the combinations are increasing or decreasing the cost of living, interfering with competitors or restraining trade. It is sufficient for the Government merely to suspect that something wrong might be done and, on this suspicion, it drags an industrial corporation into court at the expense of the latter's shareholders.

We say that this is idiotic. It is destructive of business; it makes prosperity impossible; it puts a handicap on big men, and on big business and on enterprise, industry, thrift and success. Its heavy hand is felt not only by the captains of industry, but by every man whom they employ.

This idiotic policy, more than anything else, is responsible for the thousands of jobless crowding the bread-lines by day and the municipal lodging houses by night. If we are to have a full resumption of prosperity, as President Wilson desires, let us call off the dogs of war in the so-called Department of Justice—a department which, for the past decade, might more appropriately be designated as the Department of Injustice.

A Misfit

MISFIT! We place no ban upon the utterances of public officials in this country, but since no statement from them upon the platform or in the press is altogether free from their official connection, we have the right to expect from them unusual care. Whatever they say should be true, and nothing should be said or done to array one class of the people against another. This is a fair test, but Frank P. Walsh, Chairman of the Federal Commission on Industrial Relations, cannot meet it.

Returning to Kansas City after the hearings of the Commission in New York, Mr. Walsh declared that he had asked Mr. John D. Rockefeller, Jr., if the funds of the Rockefeller Foundation could be used to establish a strike-breaking agency if the Foundation deemed it to be the interest of American workingmen that a strike should be broken, and that Mr. Rockefeller said they could be so used. Such a statement, Mr. Walsh well knew, would inflame the workingmen against the Foundation, and that none of the good work it had done or still might do would count at all if such were the sinister purpose of the Foundation. After the report had been spread broadcast, Mr. Rockefeller with his customary frankness issued a denial saying that no such question had been asked, that no such answer had been given, and that no such inference was warranted by either the letter or the spirit of

his testimony. "If such a question had been asked," said Mr. Rockefeller, "I should have answered unqualifiedly that such use of its funds by the Foundation would be in violation of the law granting its charter."

Nothing could be more reprehensible than the action of the chairman of a great federal commission in distorting the testimony of witnesses who appeared before it. In the case of Mr. Walsh this is further aggravated in that the inevitable result of such distortion tends to increase the very industrial unrest which the Commission was appointed to allay. We are not surprised to hear of the resignation of Professor Charles McCarthy, one of the ablest members of the Commission. The body should be dissolved.

The Plain Truth

MIRACLE! They have a miracle man out in Iowa. His name is Wayne Ellis. He is statistician of the Iowa Railroad Commission. He has compiled a miraculous table of statistics by which he shows, to his own satisfaction, at least, that the Western railroads, instead of being impoverished, have, in the last five years, earned more revenue than ever in their history! He admits that the railroads are spending large amounts for additions and betterments which ought to be of incalculable advantage to the shippers of Iowa and elsewhere, but this, to the Miracle Man, is apparently a matter of no consequence. The Bible tells us of some one who when he asked for bread was offered a stone. He must have lived in Iowa.

FAIR PLAY! It is not surprising that all the daily newspapers in New York City that opposed the nomination of Governor Whitman are now picking flaws in his administration. We do not say that it is without flaws, but it is too early to pass judgment. While these newspapers have no responsibility for the government, they are all very busy telling the executive what he ought to do, the appointments he ought to make or not make, the bills he ought to sign and the ones he should veto. The Governor scarcely has had an opportunity to become familiar with the tremendous responsibilities of his very trying place. Give him at least a fair hearing. Judge of his merits by what he has accomplished at the close of the legislative session. Judgment in the midst of the session is neither fair nor just. The New York newspapers which so bitterly opposed his nomination and which are now so anxious to conduct his administration might bear this admonition in mind.

UNPLEASANT! It is unpleasant to have to speak again in these columns of "Mother" Jones, the notorious labor agitator who has been such a firebrand in the industrial world. Nor would we, did not a correspondent in St. Louis criticize us almost fiercely for mentioning this eccentric woman as having an unsavory reputation. He thinks we did her an injustice. Our remarks were based on the published record of her career. We refer the writer of the resentful letter, as well as all others, to a speech delivered in the national House of Representatives at Washington on June 13, 1914, by Congressman George J. Kindel, of Colorado, and printed in the *Congressional Record*. The charges made by Mr. Kindel against Mother Jones were not of the kind that we like to print, and we have never heard that they have been refuted or disproved. We may be pardoned for refusing to take Mother Jones at the valuation placed on her by credulous admirers.

UNNECESSARY! By a unanimous vote in the Senate and a vote of 129 to 8 in the Assembly, the New York Legislature has passed a Widows' Pension Bill. It will cost New York \$500,000 a year. Advocates of the bill claim it is better for the State to spend its money to keep families of poor widows intact than to support public orphan asylums. Majority Leader Hinman, the only member of the Assembly to oppose the bill in debate, held that it was a step towards discouraging individuality, resourcefulness and thrift, and that it would go a great ways towards pauperizing women instead of building them up. And so it will. No one can forecast the cost of a pension, for pension estimates are always underestimates. This has been proved again and again by the results of pension legislation at Washington. Pensioners of the Revolutionary War are still on the Government's pay-rolls. The people of New York are overburdened with taxes, but the legislature is under the spell of the vote-promisers. Let taxpayers make note of the eight members of the Assembly who had the courage to oppose the Widows' Pension fad. We take the names from the *Albany Journal*, which prints them in full-face type as its "Roll of Honor." Here they are: Harold J. Hinman, of Albany; A. Allen Comstock, of Orleans; Howard Conkling, of New York; Charles J. Fuess, of Oneida; Henry L. Grant, of Lewis; John Knight, of Wyoming; Francis G. Landon, of Dutchess; George H. Wiltse, of Cortland. We wish there were more.

Dangers of Submarine Navigation

By SIDNEY GRAVES KOON, M. M. E.

NAVIGATION under water depends upon the ability to remain under water for considerable periods, to move about in any desired direction, and to achieve those objects for which the descent was made. Practically every bit of effort in this direction has been for war purposes—for the destruction of an enemy's ship by means which he cannot see, and against which he cannot defend himself. A Dutchman named Drebbel constructed a submarine boat 300 years ago. David Bushnell built such a boat in 1776, and made an unsuccessful attempt upon a British warship in New York harbor. The first successful use of a submarine was in 1863, when the blockader *Housatonic* was destroyed off Charleston harbor, and the submarine perished with her.

Since the beginning of the twentieth century the art has progressed by leaps and bounds, and to-day the half-dozen principal navies possess altogether some 350 under-water craft. England and France are far in the lead, with Germany and the United States, about equal, in the next rank. That Germany has made such spectacular use of the type this year, while England has not, is due to certain strategic and local conditions with which we are not now concerned. But that the weapon is a most forceful one—one deserving the utmost respect—Germany has amply demonstrated.

In the development of the submarine, the primary requirement laid down by the United States Government in 1893 was "Safety"—to the boat and her crew, of course. Special arrangements were made to provide against all of the elements of danger which could be foreseen; and the success of these precautions, until a few days ago, had been complete. Not a life had been lost, nor had a boat been lost or seriously damaged, in our submarine fleet. The most regrettable accident to the *F-4*, at present unexplained, has marred the only perfectly clear record possessed by any of the leading navies.

A modern submarine is essentially a big cigar-shaped body, with such additions as are needed for making it a

useful vessel. Both theory and practice have shown that this form is best for running under water with low resistance, and for withstanding the pressure of the water, which tends to crush it.

That this crushing danger is very real may be realized from the fact that, at 300 feet depth, as in the case of the

much to her weight that she sinks, after which her depth of submergence may be controlled either by the pumps or by horizontal rudders, or both. On the *F-4* the ballast tanks are inside. Some submarines carry the ballast tanks on the outside of the hull. This leaves more room inside for operating the boat, and makes her navigation easier when on the surface. But she cannot then be run so fast when submerged.

Of twenty fatal accidents to submarines, in peace maneuvers, in the past twelve years, eight were due to the failure of the vessel to rise after submergence. These cost 117 lives, including the 21 on the *F-4*. Seven submarines were rammed or run over by surface ships, with a total loss of 123 lives. Five explosions of gasoline killed 25 men. This makes a toll of 265 gallant sailors, divided among the British, French, German, Japanese, Russian, Italian and, now, the American navies.

Failure to come up may be due to the pumps failing to work. This happened to an American submarine in Newport harbor, ten years ago. But the crew used the emergency hand pumps to such good effect that they saved themselves, after they had been given up as lost. The pump discharge pipes may become clogged, the valves fail, or a leak bring in water faster than the pumps can take care of it. To meet these condi-

tions a variety of devices have been adopted, in addition to the emergency pump drive.

A drop keel, fitted to some vessels, was arranged to be released, thus permitting the natural buoyancy of the hull to carry the craft to the surface. A special marker buoy is used, attached to the hull in such a way that, when released to float on the surface, it retains its connection, sometimes through a telephone cable, with an instrument on the buoy and another in the conning tower. A distinctive light in this marker buoy can be set burning at night, to summon assistance. Submarine signaling systems, fitted to many merchant ships, as well as warships, permit communication. The system on a German ship in Honolulu

(Continued on page 365)



THE SUBMARINE THAT BECAME THE GRAVE OF 21 MEN
The *F-4* of the United States Navy failed to come up after diving during maneuvers in Honolulu harbor, March 26th. She was located two days later in 350 feet of water. The navy department authorized the expenditure of \$200,000 to raise her, a task that was estimated would require 14 days.

F-4, the pressure is 130 pounds per square inch. Many steam engines use less. This pressure, applied all over the external surface of the vessel, amounts to a crushing force of nearly 70,000 tons. This is the one big inherent danger in all submarine navigation; but as the boats are built especially to meet it, and as they do not go far enough below the surface, in regular work, to encounter such a pressure, few accidents can be traced to it. The *F-4* went down 283 feet in San Francisco Bay, two years ago. She stayed only ten minutes, because the hull creaked and groaned under the tremendous pressure, and the seams began to leak.

When at the surface the boat floats with two-thirds of her bulk submerged. Filling the ballast tanks adds so

The Trend of Public Opinion

By CHARLTON BATES STRAYER

Is England Abetting Japan?

THE demands made by Japan on China are, it is said, about to receive much more attention than heretofore from the United States Government. The latter has sent a note to Tokio intimating that certain points in the demands conflict with the agreement signed by Japan and the United States for maintaining the integrity of China and equality of commercial opportunity in that country. It is also announced that Americans in China are much alarmed over the situation created there by the Japanese pressure. They fear that the negotiations now on foot will end in virtually closing the "open door" and placing China under complete control by Japan. These Americans believe that the British government's attitude is helpful to Japan in the latter's endeavor to wring concessions from her big neighbor. Their surmise is that Great Britain, in recognition of the service rendered by Japan in the great war, will allow her Oriental ally a free hand in the Chinese Republic. It is understood that Japan plans to obtain from Great Britain capital to develop such parts of China as the former may hold and to let Great Britain take the opportunities Japan may not care for. Thus the two allies would divide between them the exploitation of the Chinese domains. It is predicted, however, that if Great Britain does not check Japan, the latter will eventually become the Germany of the Far East, dominating China entirely, training up a huge army of Chinese for its own use, excluding all other foreign influences, and menacing the United States, Australia, New Zealand and Canada in the Pacific. It is reported that Japan is becoming more insistent and that the Chinese are about to appeal for help, though the Japanese continue to declare that the negotiations do not threaten China's integrity or other nations' interests.

The Drowning of Non-Combatants

THE week's most sensational war zone event was the sinking of the British passenger ships *Falaba* and *Aguila* by a German submarine, their crews and passengers not being given time to escape. One hundred and forty-one non-combatants were killed or drowned, three of whom were women, and one—Leon Chester Thrasher—an American citizen. In the case of the *Aguila*, the submarine, it is said, opened fire before the crew could lower the boats, and kept it up while they were being lowered. This latest development of submarine warfare is variously characterized by the American press as "piracy," "assassination," "not war but murder," "barbarism run mad." The New York *Staats-Zeitung* declares, however, that while the "great number of lives lost certainly gives rise to deep regret," this "sinks into insignificance compared with the millions of German women and children that England would like

to deliver over to death by starvation." Dr. Bernhard Dernburg, ex-Colonial Minister of Germany, advances the same argument and holds that when a vessel hailed by a submarine refuses to stop at once, and at the same time calls for help with its wireless, it must take the consequences. Apart from the shock that this method of warfare gives to our sense of humanity, the death of an American citizen in the sinking of the *Falaba* may raise serious complications between the United States and Germany. The note of the United States in reply to Germany's war zone proclamation covered this point specifically, declaring that such loss of life would be "an indefensible violation of neutral rights which it would be very hard indeed to reconcile with the friendly relations now so happily subsisting between the two governments."

England's Deadliest Foe

ENGLAND'S most deadly foe is not Germany or Austria but drink, according to David Lloyd George, Chancellor of the Exchequer. The curtailment of saloon hours has not produced the results desired, and as the London *Daily News* points out, "The general opinion in the Government seems to be that a further restriction of the hours of opening of licensed premises will not suffice to check the evil, which is retarding progress in our shipyards, munition factories, and other vital industrial centers." The matter has been brought to the fore by a deputation from the Shipbuilding Employers' Federation which visited the Chancellor of the Exchequer and urged the total prohibition of the sale of intoxicants during the war. Despite work being done on Sundays and other overtime, they report the output is less than before the war, and eighty per cent. of this deficiency they attribute to drink. The deputation cited the case of a battleship brought to the yard for immediate repair, on which work was delayed for a whole day through the absence of bibulous riveters. From the English point of view the success of the war is now purely a question of munitions and equipment. If the drinking habits of the workman are curtailing this output, the British Government may be compelled, for its own protection, to follow the example of Russia. The prohibition of the sale of vodka has increased, it is estimated, the production of labor in Russia by about 40 per cent. The Manchester *Guardian* reports numerous interviews with leading business men who make alcoholic indulgence part of their daily routine of pleasure, but who are nevertheless willing to accept total prohibition for the duration of the war. The London *Daily Mail* declares that "an important section of the Cabinet is convinced that drastic action is necessary, but it is felt to be of the utmost importance that public opinion should be thoroughly tested, and that the most ample investigations should be made before a final decision." The latest press

dispatches report that drink is just now England's biggest theme. King George has volunteered to give up the use of all alcoholic liquors and to issue an order against their use in the royal households. Glasgow liquor dealers have voted to send a deputation to Mr. Lloyd George to suggest, as their remedy, a drastic reduction in the hours for the sale of liquor. One can imagine how swiftly Germany would proceed with drastic action if the Government found itself confronted with the same drink problem that England is now facing. It would seem that in every country whose citizens are patriotic, public opinion should support the Government in any move it might deem essential in the prosecution of war, however distasteful personally the move might be to individual citizens.

Neutrals Stand on Historical Rights

BRITISH statesmen continue their efforts to justify Great Britain's interference with neutral commerce in non-contraband. In defending the British Order-in-Council the Hon. Arthur Balfour, former Premier, makes a distinction between international morality, the obligation of which is absolute, and international law, the obligation of which is conditional, reciprocity being one of its conditions. Mr. Balfour contends that Germany's violation of international law compelled Great Britain, in retaliation, to issue the famous Order-in-Council, which he admits violates the historical method of blockade, but which observes, however, all the rules of international morality. Viscount Haldane, the British Lord Chancellor, seeks to support the British order by saying, "If we appear in a wholly new situation to go beyond some of the rules of the books, we shall not violate the dictates of humanity, and shall not turn back the clock of civilization." But the neutral nations will not know what to depend upon, if historical precedents, the "rules of the books," are not to be relied upon. It is this which gives point to the protest of neutrals both against the method of Germany's submarine war upon English commerce, and against Britain's blockade of Germany. The latest turn in the *Wilhelmina* proceedings is a case in point. In the argument of the *Wilhelmina* case before the Prize Court, the Crown Solicitor, to the surprise of the counsel for the owners of the *Wilhelmina* cargo, and equally to the surprise of the entire world, introduced a hitherto unpublished Order-in-Council to the effect that the British Government may requisition any neutral vessel in a British port. This attempt to make the order of March 15th retroactive will undoubtedly be challenged by Washington. It would appear that the British Government, not being able legally to confiscate the cargo of the *Wilhelmina*, proposes to requisition both the ship and her cargo in order to prevent the latter's being delivered in Germany.

Orphans Made by War Its

By JAMES H. HARE, Special War



CONSOLATION AFTER PAIN

Mme. Looze-Privas comforts the little girl who fell in the mud.

mothers are dead. It was founded on the 2d of August, the day war was declared in France, by M. Emile Vitta, delegate de l'Université Populaire de Paris, assisted by M. Xavier Privas, described as a man of letters and Chevalier of the Legion of Honor; M. Paul Brulat, man of letters and also Chevalier of the Legion of Honor; M. Francis Delaisi, a high school professor; Mmes. Looze Privas, Delaisi, Rudder, Bachere and Launet. If anybody ever did any good in this world to help lessen the sufferings of inoffensive little children, these whole-souled, big-hearted people are certainly doing their share.

So many sad cases presented themselves of children whose fathers had been killed in action and mothers left without any resources that some few of them were admitted into the society—which is officially recorded now after fulfilling the requirement of the French statute as that of *Orphelins de la Guerre*. It has an office in an unpretentious building in Paris—very inexpensive—and a colony for the children at Etretat near Havre in Normandy. When first established in the little seaside resort, the Casino was rented as a home for the children, but after a short time the British authorities requiring a hospital and being in a position to pay a larger rental, the colony moved to its present location—a disused hotel for headquarters and rooms in various empty villas around the town. There were 350 inmates the day I visited the place and 36 arrived the next day, making a total of 386. Eight hundred cases had been received since the beginning of the war, ranging in age from 3 months to 15 years. Positions had been found for some of the older ones and many had been adopted. Twenty of the older boys were to be sent to the French colony Algeria and 60 more to another branch of the asylum about to be opened at Nice. Thirty-six motherly middle-aged women had volunteered to act as "mothers" and were receiving no remuneration. Six teachers were paid, I believe, by the Board of Education. The mother would take as many boys and girls as she could handle and was responsible to the management for them. Some had as many as 20 in their care. They were handled just like families. Each mother saw that the children in her charge were properly washed and dressed, but all assembled for meals. There they remained in the mother's charge, sitting together in their sections and distinguished by the color of the knitted caps they wore. The sanitary conditions were very poor and the second-rate engine that drove the dynamo could not be depended upon to work properly for any length of time, so it was no unusual thing to find yourself suddenly in darkness, except for a flickering tallow candle, in the middle of the repast.

I could not help thinking how the happy children in many asylums I have been in would have laughed and shouted if the electric light suddenly went out; but here was no laughter. It was accepted as a trivial part of the whole avalanche of horror that had overwhelmed these small lives.

I was one of the saddest sights I've seen in a long time, these little ones at the time they should have the loving attention of their parents living like this, and so uncomplaining. Many of the little ones were too young to realize their loss, but were aware there was something missing, for as soon as the big general-director, who must have weighed 280 pounds, came in sight, a concerted rush would be made toward him and he would lift up the little ones, they presenting each cheek to be kissed; and when he took me in the rooms to see them at meals one or two here and there would forget all discipline slide out of their seats and snuggle to him to be petted.

Mlle. Louard, in charge of the infirmary, was in great demand attending to the various ailments, many of the children suffering from chilblains caused by the cold in their rooms. No fires were in the houses and hardly any blankets—in fact they were short of all necessities, sheets, towels, etc., and were praying for fine weather to come. Etretat is on the seacoast and the children will be able to bathe in the ocean in summer and so solve the problem that presents itself at present in the absence of baths. I hope this splendid nurse will forgive me if I describe her as "fair, fat and forty," but she weighed 180 pounds at least and her heart must have been correspondingly large if the loving care she bestowed on her patients is any

criterion. One little skeleton about eight years of age was just recovering from an illness that Mlle. Louard declares would have been fatal had not the doctor at the British Hospital prescribed for her. The child's eyes glistened as she told me she "had eaten two custards that day and hoped to get as big as Mademoiselle." I was told the major in charge of the British Hospital was very good to these children. He instructed the cook to send the bones from the joints so that they could be made into soup and the cook not only did so, but often left much meat on them.

"Oh, they have so much money, everything they require, such a lot of stores and provisions, such good doctors and so many nurses at the British Hospital, and we need everything so badly," was the lament. When the nurse told me some kind friend had donated some sheets, but of course she had taken them for herself, I could hardly believe my ears until I discovered it was for her infirmary she meant, and not the home proper. I was so



THE PENALTY OF SELFISHNESS

The little fellow who took a playmate's toy was shamed by having it tied on his back.

pleased I had not gone away under the misapprehension that she had appropriated them for her own use, as I had formed a great respect for her. She showed such loving care to the little sufferers as they came to her to have their little cold fingers bandaged and attended to. Some of the wounds were very slight, the little abrasions and cuts incidental to childhood, yet of serious importance to the sufferer.

I am not going to say there was no misbehavior. It would not be in human nature to have 400 children, even if enjoying the mother's care, all behaving perfectly. I was rather amused when one youngster, with a face like a cherub, came to the nurse and whispered something, to see her gently chide him and playfully pinch him on the chin. Upon inquiry I found she had had a large cake sent to her and had invited one or two of the mothers to come and take tea with her, and when she went for the cake and found it missing, threatened to send for the gendarme unless the culprit came forward. So the youngster with the angelic face admitted not only taking it, but eating it all himself. Many a mother would have felt justified in resorting to corporal punishment under the circumstances, but she only spoke of it regretfully, saying it was a plum cake, an English one, too.

Then there was a big girl about 15 years old who had been "sassy" to one of the mothers and the mother reported her to the management—a very angry woman she was, speaking volubly both with her hands and tongue. The girl, a pretty one, was frightened when she was threatened with expulsion and a return to Paris. This was about the extent of the punishment found necessary.

The older children were marched to the village school twice a day and the younger ones attended school in the largest of the rooms that had to do service as dining-room, schoolroom, and recreation room. Even if the children



THE COBBLER WAS A BUSY MAN

With 400 pairs of little feet to be shod and no money to buy new shoes, he had more work than he could do.

didn't learn it occupied their minds and kept them out of mischief for a time. Thirty-six children who had lost both mother and father arrived while I was there. They had been traveling all night in coaches, as there was no sleeping car, and were tired, dirty and unkempt. Each had a little paper parcel containing all their worldly possessions. A squad of 50 or 60 children had been taken to greet them, a kindly action it seemed to me. One poor boy of about nine years of age I found later crying bitterly, and two little girls consoling him. They had arrived that morning and were all one family. The mother had been dead a year and the father killed in action recently. They had never seen the sea and as they stood and viewed the great expanse of ocean with half a dozen men of war just discernible in the distance on the horizon, evidently on guard, the poor child suddenly felt his utter loneliness and succumbed to tears while his sisters tried to comfort him.

One of the mothers had to go to Paris to undergo an operation. She had a baby of her own among those she had charge of. The child was cared for at the colony till her return. Much to the mother's disgust, upon her return her baby refused to go to her and she was angry with the nurse who had charge of her. I think that is sufficient evidence that the children are well cared for. It was delightful to see the attention given to the little ones. During the long walk to the station some of the little toddlers would stumble and fall in the mud and cry as though their hearts would break at this fresh tragedy. Mmes. Delaisi and Privas, who were in charge, would rush forward and pick them up, clean the mud off and "kiss the place to make it well," as fondly as the children's own mothers would have done. At night, just before retiring, as many of the children as could be assembled in the largest room would be crowded in and M. Privas, who is an accomplished pianist and possesses a good baritone voice, played and sang songs that he had composed for them, while his wife conducted the concert by urging them to sing, joining in heartily herself. Some of the little ones had very musical voices and altogether a most enjoyable time was spent. This, to my mind, is one of the most pathetic things I have ever seen—these little innocent sufferers from this terrible war in the dismal, dirty surroundings, badly lighted and cramped for space, not even warmly clad, yet singing away, greatly enjoying the simple childish songs written for their benefit.

According to the statutes of the society, it has neither political nor religious character, Jews, Protestants and Roman Catholics being received on equal footing. Notwithstanding the fact that nearly all the services are voluntary, the cost of maintaining the colony, payment of rent for the various houses and the expense for food is great. Care is taken in keeping the records of the children on a card index.

From these records I gleaned many interesting stories, among which that of the Froment children impressed me particularly. They lived at 59 Faubourge de Senlis à Creil and their mother had died before the beginning of the war. The father was obliged to take his place in the army, leaving the little family in the care of Margaret, the eldest of five children, who was only twelve years old. She drew the allowance provided for the family by the French government until the arrival of the Germans in September. It was most gratifying to learn from Margaret that the Germans had been kind and sympathetic and during the eight days that they occupied the city saw that the motherless little family received plenty of food. After the French recaptured the town the children were removed from their home and placed in the care of the society.

As I was leaving Etretat I was told that a woman had been buried there that day whose husband was in the army and whose seven little children were left destitute. Arrangements were being made to receive them into the colony at once.

Charitable people looking for the opportunity to subscribe to funds with worthy objects in view cannot do better than help to support this society that is doing such splendid work and which needs help so badly. They can rest assured that the money is not wasted on unnecessary and useless fads, but that experience has taught the management where to purchase in the cheapest markets just what is needed. I know of no charity with a worthier object than this of rendering succor and assistance to these little innocent victims of the war.



CARED FOR BY GERMAN

Yvonne Froment, the youngest of five orphans who were eight days as protégés of German soldiers at Creil.

Most Pathetic Feature

Photographer for LESLIE'S



THE POOR LITTLE HOSPITAL

It lacks almost every material thing that goes to make a hospital, but it is rich in loving tenderness on the part of its nurses, at the head of whom is Mlle. Luard. It is the ambition of the little girl in bed to be "as big as mademoiselle." But for the kindness of the Major in charge of a neighboring British military hospital the child would have died. The colony of the Orphelins de la Guerre at Etretat has nearly 400 inmates, all left destitute by the war.



THE BOY WHO ATE THE PLUM CAKE

And this is all the punishment he received when he confessed. The greatest tenderness marks care of children in the colony of the Orphelins de la Guerre.



INNOCENT LITTLE VICTIMS OF THE WAR

A group of French children who are fatherless, motherless and homeless as a result of the great conflict. The society caring for them is in sore need of funds.



NEW ARRIVALS AT THE ETRETAT ORPHANAGE

On March 5th, Mr. Hare saw 36 of these waifs of the war come to the refuge in the little fishing village in Normandy. They were met and welcomed by the "mothers" of the colony and some of the older inmates, and everything was done to make them as comfortable and happy as the society's limited means would permit. Mr. Hare has followed every war for 40 years, but has never seen anything more pathetic than this humble orphanage.



TOO YOUNG TO REALIZE THEIR LOSS

The nursery of the colony is filled to overflowing, and the kind nurses lavish a world of love on their little charges. No one connected with the institution is paid a salary. All the contributions go for food, clothing and medicines, which are bought with true French frugality.

How Germany Cares for War Prisoners

By FRITZ ARNO WAGNER, Special Correspondent for LESLIE'S

BERLIN, March 5, 1915.
THE foreign guests being entertained by the German government are quite numerous, the number on March 1st being over 700,000. They are lodged in 65 camps scattered all over Germany. One beautiful afternoon the foreign office allowed six newspaper men, of whom I was one, to visit the camp for prisoners of war at Doeberitz, about 40 minutes' ride from Berlin. Before reaching the camp we passed troops of prisoners with spades returning from their work. On entering the gate we were received by Lt.-Col. Alberti, the commander of the camp. He is an officer



MANY NATIONALITIES ARE REPRESENTED AT DOEBERITZ

The English dislike these shoes very much, but the French, Russians and Belgians take to them kindly, as they are light and comfortable. The prisoners resume their uniforms after they have been thoroughly laundered and disinfected.

I was allowed to talk freely with the prisoners and found many Russians and Belgians who spoke German. When I spoke to them in that language they were very careful as to what they said, but when I began to talk to them in their own tongues, they spoke much more freely. The English generally were dissatisfied because they were not provided with tea and the French and Belgians asked for more bread, but the Russians seemed perfectly satisfied and expressed no desires whatever.

Col. Alberti has a large staff to assist in administering to the prison camp. The incoming and outgoing correspondence is very heavy and every letter has to be censored. Thousands of parcels have to be handled each month. The money orders, which arrive daily, result in a great money traffic. For example, the 3,700 English prisoners in the camp at Doeberitz received during the month of December 21,000 marks. From the outbreak of the war until the end of December the Berne transit postoffice, which handles all mail for prisoners, transmitted about 11,000,000 letters and parcels and there have been handled through it 221,687 money orders of a value of 3,576,756 francs to prisoners in Germany and 61,045 money orders of a value of 1,195,615 francs for German prisoners in France.

In speaking about the obedience of the prisoners, Col. Alberti praised the French very much, stating that he had not been obliged to punish one French prisoner up to the day of our interview. He was also satisfied with the conduct of the Russians, but complained of the British, whose conduct he said was sometimes far from being gentlemanlike.

Hospital facilities in the camp of Doeberitz are excellent. The cleanliness is most noticeable and the sick and wounded patients are dressed in blue and white striped garments and sleep in beds with comfortable blankets. The room is large and well lighted and well ventilated.

To care for and guard the 700,000 prisoners in Germany requires a great organization, and there are several camps under construction. It seems Russians have no objection to being prisoners in Germany, and it is said that when the wind carries the odor of German soup and sausage to the Russian trenches, they come over in droves. The greater number of prisoners in Germany are Russians, who total about 450,000.

I left the camp at Doeberitz with the conviction that all is being done there that is possible to make the life of the prisoners comfortable. The



RUSSIANS AT WORK SALUTE AN OFFICER

of splendid appearance, who looked from his mild gray eyes at the prisoners passing by as a father might regard his children. That the prisoners appreciate his attitude toward them was clearly shown by the great respect they paid him, the French, Russians, Belgians and English saluting him according to the manner of their respective armies. Yet kindly as is the bearing of the commandant, the grim realities of war obtrude themselves everywhere about the camp. Wire impediments surround it and near the entrance are two cannon trained on the camp and ready for instant action if they should be required.

We entered first a small barracks where Russian soldiers were engaged in weaving baskets. As we appeared one of the soldiers cried "attention" and all the prisoners present stood like statues. They had already absorbed something of the Prussian discipline. From this room we passed into a large hall occupied by the shoemakers of the camp. In another great room were the carpenters. They were required to make all the furniture necessary in the camp. In one corner stood a newly made coffin. This prompted me to ask the Colonel if many deaths had occurred in the camp. He assured me that in six months there were, among 9,000 men, only 13 deaths, eight of which were the result of wounds. In a small room adjoining the hall of the carpenters artists of three nations had their studio. Col. Alberti fosters the muses even under the most extraordinary circumstances. An English marine, bearing on his cap "R.N.V.R. London," was working on a clever painting, representing a sunset with a farm in the foreground. A Russian soldier was carving a cross in wood.

There are about 40 barracks in the camp, the interior of them being most simple, but they are as comfortable as could be expected under the circumstances. The prisoners sleep on sacks of straw which are placed on wooden slats and every one has two blankets as a cover. Some tables in the center of the room and chairs complete the furnishing of the barracks which are well warmed and provided with electric light. In the smaller barracks French, Russian and the British are separated. In the larger ones Russian and British or French and Belgians are quartered together.

Prisoners who are not designated for work spend the greater part of the beautiful days in the streets of the camp. On the day of our visit some Russians were playing

saute mouton, while the English played football. The ball was one made on the premises, but it was apparently serving their purpose. The French were amusing themselves at nine-pins and interested groups stood around to observe the game. Still others were chatting together, but always I noticed each nationality kept to themselves.

At the invitation of Col. Alberti we visited the kitchen and, as it was nearly supper time, it was a scene of great activity. The menu consisted of cabbage and fish. I tasted the food and it was good. In the kitchen, as everywhere throughout the barracks, cleanliness was most noticeable. Each prisoner received 500 grams of bread a day. A few weeks ago the amount was larger, but since the bread consumption has been placed under government control and the German people get only 2,000 grams per head per week, the prisoners' allowance has been reduced to 500 grams, which is according to international law. Formerly



FRENCH PRISONERS WITH THEIR MORNING SOUP

the prisoners received in the morning coffee, but now they are given soup with vegetables. Those designated for work during the day receive also cheese and sausage or meat. Only one-third of the men in camp work outside. The other two-thirds remain in camp where they do cleaning and washing. At four o'clock in the afternoon all the prisoners receive their dinner, which consists of soup, vegetables and meat or sausage. There are two canteens in the camp where the "guests" can buy various delicacies and conveniences; barber shops have been established in every corner of the block. Bath houses and laundries are provided and one shower bath has been installed where 500 men bathe daily.

When the prisoners arrive in camp they are bathed and their clothing is laundered. This is especially necessary in the case of the Russians, who require that soap and water be reinforced by disinfectants. Every one after being cleaned up receives shirts, socks and wooden shoes.



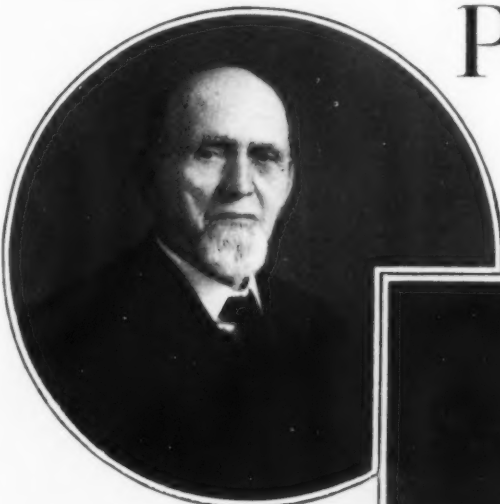
BELGIANS DOING THEIR LAUNDRY



DINNER HOUR IN THE PRISON CAMP AT ZOSEN

men seemed quite contented. However, it is too evident that homesickness is very prevalent. Every man I spoke with inquired anxiously, "how long is the war going to last?" and many were the variations I heard of the pathetic cry, "we want to go home."

People Talked About



VOTED THE DEMOCRATIC TICKET FOR 71 YEARS

Leroy K. Hall, Justice of the Peace of Greensboro, Pa., is in his 93d year and cast his first ballot for James K. Polk for president. He has been a Democrat ever since. During his many years' service as justice of the peace only one of his decisions has been appealed. He still discharges his duties as justice and is active in church and Sunday school work. He has used tobacco and coffee since his youth and eats whatever he likes.



AN INDIAN WHO STARTED TROUBLE

Tse-ne-gat, the Piute who sought the protection of his tribe when a warrant was issued for him on a murder charge, and who was induced to surrender by Brig.-Gen. Hugh L. Scott, after six men had been killed in the fight between the marshal's posse and the Piutes. He was taken to Salt Lake City. The white man beside him is E. J. Milne, Secretary of the Juvenile Court Commission of Utah. Tse-ne-gat refused to allow his picture to be taken until he had been presented with a pair of sleeve holders, which he called "arm garters."



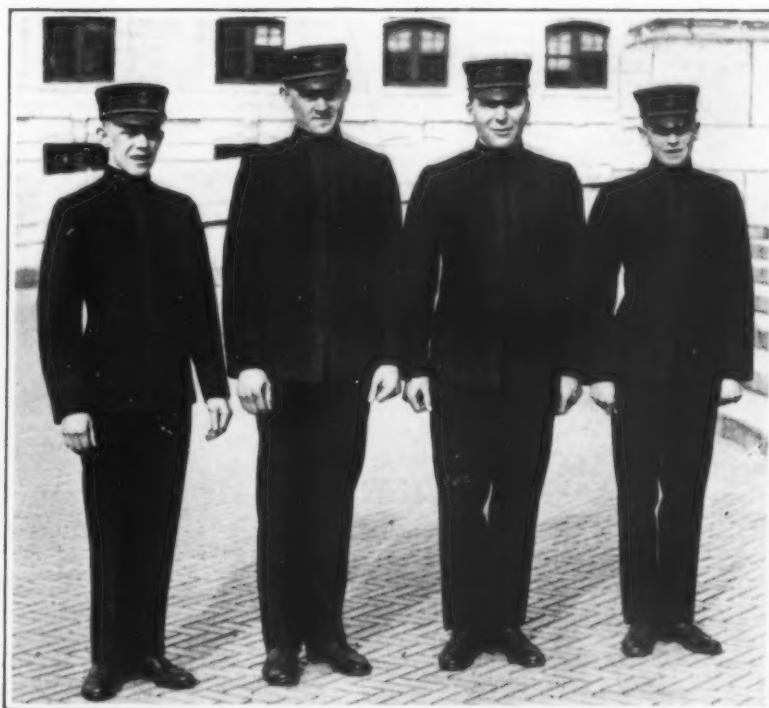
KING ALBERT'S BEAUTIFUL NIECE

Princess Marie Louise of Vendome is the daughter of King Albert's sister. She is now in England where the children of the King are being entertained. Her beauty and graciousness make her a great favorite. King Albert remains constantly with his army and the Queen is in charge of a hospital only a few miles in the rear of the fighting lines.



FIVE THOUSAND WAR CRIPPLES PRESENTED WITH ARTIFICIAL LIMBS

The beautiful Austrian Countess Manon von Dumreicher has presented to maimed Austrian soldiers 5,000 artificial legs of "the latest American manufacture." These will be distributed by the military hospitals. The war is leaving a multitude of cripples who must be cared for now and after the hostilities are ended. Modern methods of treatment have greatly reduced the number of amputations necessary.



AMERICAN MIDSHIPMEN WHO ROSE FROM THE RANKS

Left to right: William Busk, Harold H. Hongate, John William Rowe and William Walter Warlick, who took advantage of the new regulations enabling enlisted men in the navy to enter Annapolis. They have passed their entrance examinations and are attending the Naval Academy with excellent chances of becoming officers in the navy in four years. Until recently an enlisted man had no hope of obtaining a commission in the navy, although the army has always offered an opportunity for the ambitious soldier.



HE SIGNS ALL OUR CURRENCY

Houston B. Teehee, an Indian and a resident of Oklahoma, has been appointed Register of the Treasury to succeed Gale Parker, also an Indian. One of his duties is to sign all United States currency. He was born in Sequoyah County, Oklahoma, in 1871, and received his early education in the Indian tribal schools. Later he attended the Ft. Worth University. He is a lawyer and was formerly mayor of Tahlequah.



AN AMERICAN OF WHOM WE ARE PROUD

Dr. Edward W. Ryan, head of the American Red Cross hospital in Belgrade, Serbia. He did rescue work under fire in Mexico City two years ago and later brought out hundreds of refugees from the interior. After the American occupation of Vera Cruz he was arrested as a spy and was before the firing squad when a telegram from Huerta saved his life. At the beginning of the Great War he volunteered for Red Cross duty in Serbia, and when the Serbians evacuated Belgrade he ruled the city until its occupation by the Austrians.



RUNS A FARM SUCCESSFULLY

Mrs. Fannie Klinck, whose home is near Greene, Ia., is called the champion woman farmer of the State. Here are some of the things she has done on her experiment farm: Raised twenty-seven varieties of oats, nine of millet, thirty of wheat, eleven of clover, seventeen of barley, three of buckwheat, four of rye and eight of popcorn. Now she is trying to perfect a new variety of corn. Her products have won many prizes.

Pictorial Daily World



PALM TREES FOR LOS ANGELES STREETS

The California city is beautifying some of its principal thoroughfares by planting palm trees along both sides. These are placed in cement boxes. They are of the excelsa variety, ten feet high and are set at intervals of 50 feet. In the first planting 1,800 were used.



WOMEN WORKERS IN MEN'S PLACES

The Board of Trade of Great Britain has called on all women who are willing to accept industrial employment to replace men who have joined the army to register their names. Many have responded, and they are not all from the working classes either.

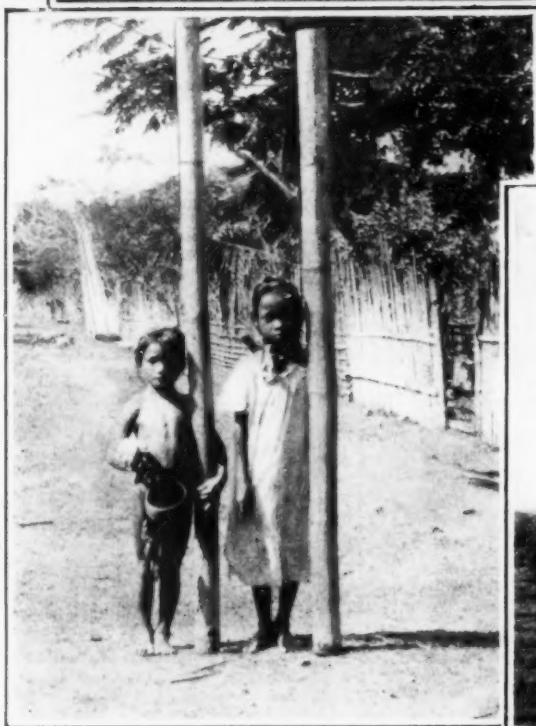


UNITED STATES ARTILLERY MANOEUVERS AT FT. SHAFTER

One of the most important of our insular military posts is Ft. Shafter, near Honolulu. It is the principal defensive point for the Hawaiian islands. The garrison celebrated Washington's birthday by a parade through the streets of Honolulu, which was witnessed by almost the entire population. Military manoeuvres are carried on at frequent intervals near the city. The illustration shows a light field battery at practice. About 7,000 troops are kept in and around Honolulu.

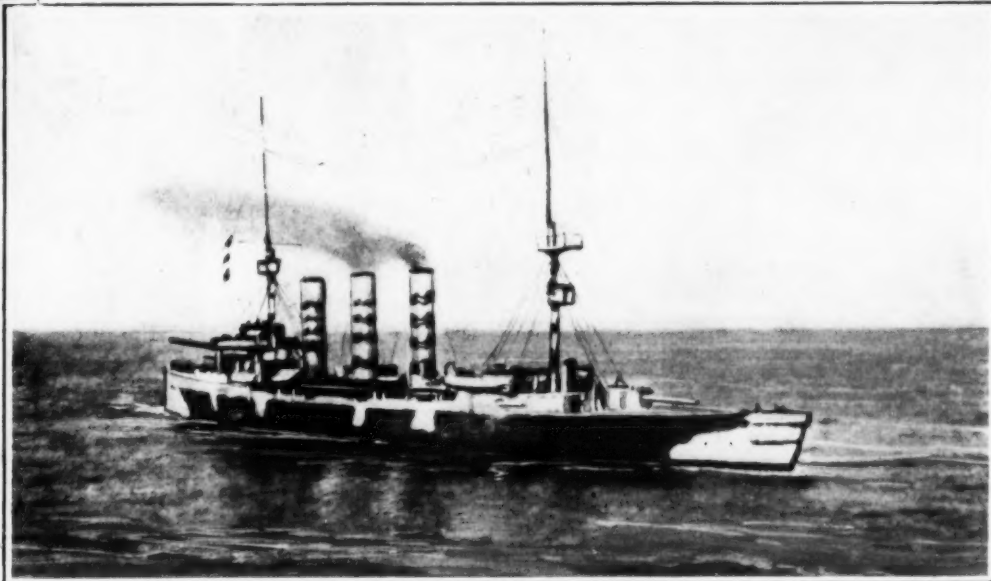


LIEUT. ALFRED L. EDE



PRIMITIVE FILIPINO WATERWORKS

In the smaller villages of the Philippines where old customs still prevail, the water supply is distributed in tubes of the ever-useful bamboo. The two water tubes held by the children are typical, being about four inches in diameter and over six feet long. Porous earthen jars are used for storing water, evaporation through the jars reducing the liquid's temperature.

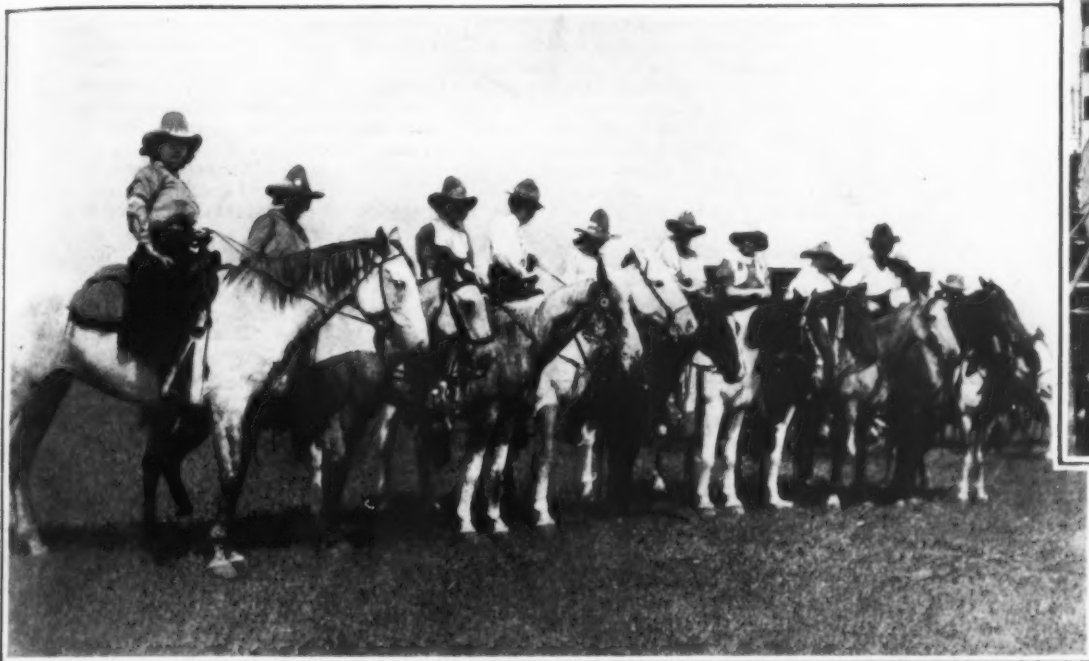


MAKING WAR VESSELS INVISIBLE AT NIGHT

British cruisers in the Atlantic have adopted a weird system of painting for the purpose of rendering themselves less visible at night. Bow and stern are painted gray and the sides of the hull black, broken with gray. The turrets and funnels are painted gray with irregular black bands. It is said that vessels so painted have a great advantage over those in more conventional garb. It is very important to a cruiser approaching hostile vessels to be able to remain unobserved until close at hand.

The first and foremost of States which lost in the battle of the Atlantic. The first of the world's navies, the British, were defeated in the battle of the Atlantic. The first of the world's navies, the British, were defeated in the battle of the Atlantic. The first of the world's navies, the British, were defeated in the battle of the Atlantic.

Digest of the d's News



DAKOTA'S CHAMPION COW GIRLS

Some of the women who participated in a "Wild West" show near Bismarck. They are all expert horsewomen, and a few have won handsome prizes in round-ups. A favorite prize is a silver-mounted saddle. The Dakotas have many women able to ride any horse and to throw the lasso.



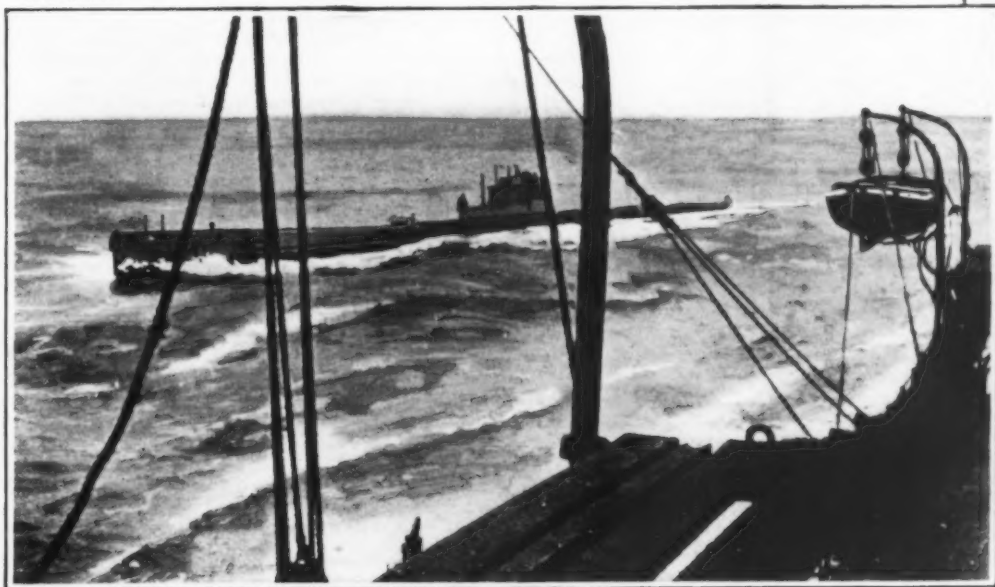
ENSIGN TIMOTHY
A. PARKER

The first and second in command of the United States submarine *F-4*, lost in the harbor of Honolulu. The *F-4* dived during manoeuvres March 25th and failed to come up. Lieutenant Edle was born Nevada in 1887 and graduated from Annapolis in 1909. He enjoyed an excellent reputation as an officer and had completed 13 submarine cruises. The disaster to the *F-4* is the first of the American navy to result in loss of life. The boat had been called "hoodoo" by the navy since her trial run. She was 160 feet long and cost \$200,000.



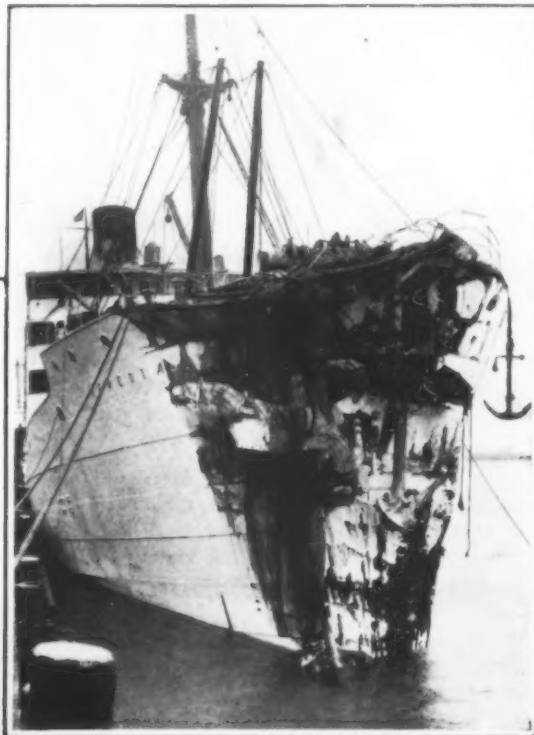
FIRST POPULAR EXCURSION ON PANAMA CANAL

The Panama Railroad Steamship Company's *Panama* was the first boat to take a popular excursion through the great canal. The fare for the trip from the Atlantic to the Pacific by boat and return by rail was \$3 and the excursion was well patronized. The picture shows the *Panama* between Culebra Cut and Pedro Miguel locks. Just ahead is a British freighter in the convoy of a tug and still further in the distance is an American-Hawaiian line freighter with a cargo of sugar.



GERMAN SUBMARINE READY TO LAUNCH A TORPEDO

This remarkable photograph of the submarine *U-29* was taken just two minutes before she launched a torpedo at the British steamer *Headlands* off the Scilly islands. The crew of the *Headlands* had been ordered into the boats, and just as he was quitting the deck of the ship a sailor took a snapshot of the submarine. German warfare on British commerce continues, but while the average is about one boat a day destroyed, the result is small compared with the total amount of shipping.



SUNK TWO VESSELS IN TEN MINUTES

The steamship *Heredia* collided lately with the Leyland liner *Parisian* near the mouth of the Mississippi River, during a fog. The *Parisian*, with 1,144 miles sank. The *Heredia* backed off and later rammed and sank the steamer *Theodore Weems*. The *Weems* is a total loss but the *Parisian* can be floated. The *Heredia* was badly battered.



MONUMENT TO A FAMOUS HORSE

W. R. Dye, of Rockyford, Colo., has erected on his farm a monument to Dewey Dillon, a thoroughbred. The horse died last November and was placed in a cement vault with his racing cart, harness, etc. His record was 2:13 1/2 and he paced in 33 races, always sharing in the money.

CAT'S PAW

CUSHION

RUBBER HEELS

What qualities do you look for — and expect — in a rubber heel?

Comfort, surely — the result of rubber of real resiliency — the kind of rubber that you can rely upon for great durability.

Then again you want safety — positive protection against slipping on wet sidewalks and icy surfaces.

That Foster Friction Plug Prevents Slipping

It stands between millions of people and dangerous, slippery sidewalks. It makes Cat's Paw Heels wear longer because placed right where the jar and wear comes.

If you gave us your own specifications to produce for you a pair of custom made heels to your individual order, we couldn't make a heel more satisfactory in every way than the pair of Cat's Paw Cushion Rubber Heels you get from any dealer for only 50c. — black or tan.



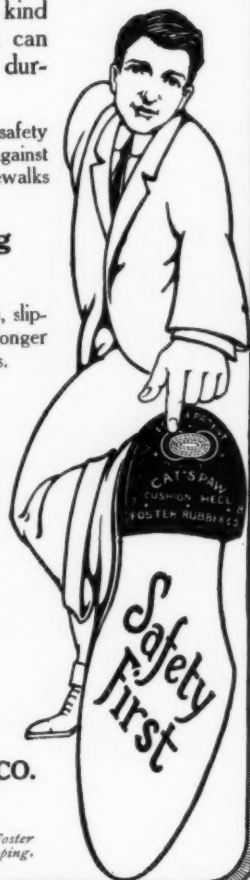
Do you have weak arches? Then you need the Foster Orthopedic Heel which gives that extra support where needed. Especially valuable to policemen, motor men, conductors, floor walkers and all who are on their feet a great deal. 75c attached of your dealer — or sent postpaid upon receipt of 50c. and outline of your heel.

The name is easy to remember. The heels are easy to find. There are no holes to track mud and dirt. Yet they cost no more than the ordinary kind.

Better get a pair today.

FOSTER RUBBER CO.
105 Federal Street
Boston, Mass.

Originators and patentees of the Foster Friction Plug which prevents slipping.



All America Travel For May

JUST at a time when it will be most helpful to you comes a big special issue of TRAVEL—the ALL AMERICA number devoted to this great country of ours—telling of short trips and long ones that may be taken, describing scenic spots and rest places. TRAVEL has devoted a lot of attention lately to the subject of making Americans acquainted with America, but this is the most inspirational issue of all. It will help you immensely with your vacation plans.

This superb number with a hundred pictures and a score of special subjects is devoted exclusively to America. It is the vacationist's magazine par excellence. Read the partial list of contents: Camping out in Glacier Park; Through Our Farthest Southwest; Motoring in the Canadian Rockies; Surveying Our Greatest Volcano—Rainier; The Black Hills of South Dakota; Scenic Wonders of Colorado; Into the Heart of Alaska; Along the Old Trails Motor Roads; The Atlantic Coast Resorts from Bar Harbor to Old Point Comfort; The Mountain Resorts of the Eastern States; and other timely features.

Special Vacation Offer

In order to aid thousands of American travelers this year who want to find the best way to "see America now"—we offer this best of traveling companions for the next six months, at the nominal sum of One Dollar. (The magazine is regularly 25 cents a copy and 83 a year). This will include the services of the Travel Information Bureau. Send this ticket to-day, so as not to miss the "All America" number.

Summer Trip Ticket

McBRIDE, NAST & CO., Union Square North New York

I want the "All America" TRAVEL and succeeding issues, for six months in all, at the special summer excursion rate of One Dollar, herewith enclosed.

Name

Address

L. W. 5

Watching the Nation's Business

What Uncle Sam Does to Popularize the Automobile with the Farmers

By THOMAS F. LOGAN

LESLIE'S WEEKLY Bureau, Washington, D. C.

WOULD anyone have believed, a few years ago, that the farmers of the United States would ever become reconciled to the motorists of the country? The picture of a farmer, standing in the middle of the road and shaking his fist at the cloud of dust made by the speeding machine, not long ago was as much of a star boarder in the humorous magazines as the ancient mother-in-law joke.

Perhaps the motorists and the farmers of the country are not altogether reconciled. Perhaps it will be a long time before they find the half-way house between the national highways which automobilists want and the good roads from farm to railroad station that the farmers want. Nevertheless the old spirit of rancor and resentment has disappeared; and that it has disappeared is due largely to the diplomacy of Logan Waller Page, Director of the United States Office of Public Roads.

Road making throughout the United States has undergone considerable revision since the advent of the pleasure car and the motor truck. At the present time most of the heavy truck traffic is on roads near the cities, and such roads, therefore, require the most care. After awhile, however, the farmer will begin to use motor trucks himself in order to get his products to market quickly.

At the present time there are about 1,500,000 automobiles and trucks in the United States. At best the figure is but the result of a consensus of opinion among automobile men, but it is as nearly accurate as the census figures. The value of these automobiles and trucks, again roughly estimated, is about \$2,100,000,000. In France, which is credited with having the most superb system of roads in the world, built at a cost of \$625,000,000, a great International Road Congress was sanctioned by the French Government and held at Paris in October, 1908. So great were the effects of motor traffic on roads built solely with a view to withstanding horse and wagon traffic that the purpose of the meeting was announced to be "The Adaptation of Roads to the Modern Methods of Locomotion."

In the United States the problem is yet a vital one only near the great centers of population, for the reason that but a small percentage of the total mileage of roads is improved and the motor traffic is mainly confined to small areas of country. But the problem is becoming more important with the constantly increasing use of the automobile, and the Government is viewing the subject progressively.

The automobile and the motor truck are the greatest vehicles for increasing traffic and prosperity that the country has ever known. The advent of the automobile has not lessened the number of horses and mules. In fact, the automobile has so increased the commerce of the country that horses and mules have increased in number and in price. Department stores, breweries, and most other big commercial plants are adopting the motor truck as a means of trans-

portation. It has not been easy to educate business men to the economy of selling out their stables and installing what most of them until recently have regarded as an experimental equipment.

Most business men, before replacing their horses and wagons with motor trucks, insisted on putting the latter to the supreme test—what is known as the "breakdown load," of the horse. Sensible motor-truck manufacturers have refused this test. They point out the economy of the motor truck is not so much in the additional amount that can be hauled as in the speed and facility with which it can be hauled and the minimum of labor with which the truck can be operated and cared for.

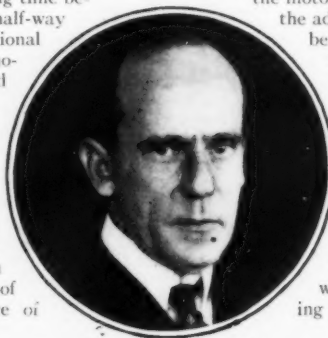
There is no doubt that motor traffic rapidly is replacing horse traffic, and the roads of the present and the future must be constructed with a view to withstanding this particular kind of traffic. The Government has signified its approval of the modern method of transportation not only by pointing out the need for improving roads

so that they will withstand motor traffic, but by buying motor trucks to carry mail and to transport the huge loads of money from the Bureau of Engraving and Printing to the Treasury. Motor trucks are being installed by the Government as fast as practicable.

Largely through the influence of Director Page hostile sentiment toward the automobile in the rural sections is gradually giving place to a more friendly attitude, which takes into account the fact that the overwhelming success of the automobile makes opposition futile, and the far more important fact that the automobile gives promise of becoming in time a source of vast benefit to the agricultural industry of the country. During the past ten years the activity of the manufacturers has been largely directed toward the production of passenger cars, which have been, until the past few years' almost entirely utilized by city dwellers. Now farmers all over the land are becoming owners of automobiles.

The utilization of the automobile as a means of transporting farm products to market and shipping points offers boundless possibilities for the prosperity of the farmer and the convenience and well-being of the consumer.

It is a reasonable prophecy that within the next ten years most of the large cities will be supplied to a great extent with products from the surrounding country hauled in by motor-driven trains over splendid highways. This is already the case in London and Paris, and the cost of hauling has been reduced in such cases to as low as four cents per ton per mile. Each little truck farm in the neighborhood of London has its car which is filled during the night with products intended for market. Early the next morning a powerful tractor picks up these individual cars from each farm and delivers the produce at market, returning with such supplies as the farmers need from town.



LOGAN WALLER PAGE
He is Director of the U. S. Office of Public Roads and has done wonders in reducing hostility to the automobile in rural districts.

The Season's Plays in New York

Aeolian Hall	Symphony and concert music.	Hippodrome	Motion Pictures de Luxe
Astor	Hello Broadway	Hudson	The Show Shop With Douglas Fairbanks.
Belasco	Marie Odile	Knickerbocker	Fads and Fancies Mirthful musical comedy.
Booth	The Bubble	Liberty	Birth of a Nation Spectacular high-priced motion picture play.
Bramhall	Importance of Coming and Going	Little	A Pair of Silk A society farce.
Playhouse	Gretna Green	Longacre	Stockings
Candler	On Trial	Lyric	Inside the Lines A thrilling war drama.
Carnegie Hall	With Marguerite Clark. Successful melodrama. Symphony and concert music.	Maxine	The Only Girl Admirable mixture of farce, comedy and music.
Casino	Experience	Elliott's	The Revolt Sex drama.
Cohan's	It Pays to Advertise	New Amsterdam	Watch Your Step Ragtime musical comedy.
Comedy	The White Feather	Park	Polygamy An absorbing Mormon drama.
Cort	Under Cover	Playhouse	Sinners Melodrama.
Dance de	Ziegfeld Mid-night Frolic	Proctor's	Excellent vaudeville.
Eltinge	The Song of Songs	Punch and Judy	The Clever Ones An amusing satire.
Empire	A Celebrated Case	Republic	The Natural Law Drama
Fulton	Twin Beds	Shubert	Tribyl Notable cast.
Gaiety	Daddy Long-Legs	39th Street	Taking Chances Lou Tellegen in a new farce.
Garrick	You Never Can Tell	44th Street	The Peasant Girl Emma Trentini and Clifford Crawford in musical comedy.
Globe	Chin-Chin	48th Street	The Law of the Land Thrilling melodrama.
Harris	The Lie	Wallack's	Granville Barker in repertoire.
		Winter Garden	Maid in America Spectacular vaudeville

In answering advertisements please mention "Leslie's Weekly"

In the World of Womankind

By FRANCES FREAR

EDITOR'S NOTE:—This department is devoted to the interests of women. It aims to deal with vital problems in a wholesome and helpful way, and invites the co-operation of its readers. Inquiries will be answered, either through the columns of the paper, or by letter. In case the answer is wanted by mail, a stamp for postage should be enclosed, and all communications should bear the name and address of the writer. Address Frances Frear, care LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

The Economy of Good Looks

THERE is economy in good looks. It pays a girl to be good looking and every woman owes it to herself and those about her to be as attractive as possible. This, at least, is the opinion of a young woman who declares that on a handsome girl any kind of a hat looks well, but the girl who is not beautiful must be discriminating in the selection of her apparel.

There is an exact science in dressing if women will but recognize it. The psychological effect of a good appearance was long ago recognized as a business asset. A clean, well-dressed man or woman begets the confidence of employer, fellow-worker, customer or client. Besides, there is a personal satisfaction, a sense of assurance and a mental uplift in knowing that one is well-dressed. It is a vital equation in the battle of life. Too many fail to credit dress and appearance with their real value.

All women are not born beautiful but nearly all can acquire good looks by attention to their person and the selection of their apparel. To be good looking one need not be extravagant. A becoming hat, good shoes and good gloves constitute the essentials to make an ordinary girl attractive. A moderately good suit, kept well brushed and pressed, can, if a little too much worn, be redeemed by these accessories. Neatness, above all else, is the keynote to good dressing. The best shoes will look shabby if they are not polished and the heels kept level. Likewise the gloves should be kept neatly mended, and it is well to remember that clean colored gloves are to be preferred to soiled white ones. Keep the hair neat, wash it often and brush it daily. Brushing lends lustre to the duldest locks and makes the hair easier to manage. Don't neglect the care of the teeth and hands, exercise moderately, sleep eight hours, and more if possible, keep the system regular and bathe daily.

Too much emphasis must not be laid on the matter of dress alone. The mental attitude adds largely to one's good looks. Cultivate a liking for good reading, instead of indulging the weakness to read light trashy novels; unrelentingly endeavor to do good, to be kind and to maintain a clear conscience. It will all be reflected in the sparkle of the eye and the spirit of content and satisfaction that envelops one. Let the plainest girl follow these little hints and she can be good looking. And what woman doesn't covet good looks?

Japanese Women in Politics

THE participation of the women of Japan in a public election is a most striking instance of the progress of the woman movement throughout the world. Women in Oriental countries have for centuries occupied a menial or subordinate position, and while Japan as the most progressive of Eastern peoples cannot be compared in this respect with many of the other Oriental nations, the Japanese woman has not been accorded the social freedom and influence exercised among the more progressive Western nations. It must be understood, of course, that the women of Japan have not yet been given the ballot, but in the recent election of a new House of Representatives the wives of several of the candidates made a house-to-house canvass in behalf of their husbands. The election was of the greatest importance, as the last house was dissolved on last Christmas Day by the Emperor because of its refusal to ratify the military program of the Cabinet. Comment was made by the

Japanese press upon the entrance of the "new woman" into politics, but the fact that women in Japan, contrary to all national traditions, have begun to take an active part in political affairs is a significant instance of the leavening process of the movement for woman's emancipation. The development of modern Japan shows that when that country does begin to move, she moves with great rapidity. Even more



WOMEN DRIVE MOTOR-VANS IN LONDON

So many chauffeurs have gone to the front as transport drivers that some of the motor firms in the British capital have found it necessary to engage women as drivers. These women are paid thirty shillings a week each. The woman shown in the picture is a Miss Hay, who operates a van belonging to the Army and Navy stores.

tremendous will be the revolution in the great Chinese republic when the progressive principles of the West begin to work themselves out.

Women Do Their Share in War

THE response of English women to the appeal that they should do the work of men in order that the latter might be relieved for active service is only another evidence that women in all the countries engaged in war are helping to bear its brunt. Great Britain is making tremendous efforts to put huge armies in the field, and it is being found there are not enough workers left at home to carry on the essential trades if the tide of enlistment is to go on unchecked. At the rate of 150,000 a day, women representing all classes of society, are responding to the Government's call. The majority came from the well-to-do middle class. One woman, who had had experience in India in the use of horses, offered to drive a delivery wagon; another, a member of a leading woman's club, stood ready to operate a taxi, while others volunteered to do milking in dairies. No returns have yet been made regarding the willingness of women to undertake general farm work, but this sort of work, while customary among women in Continental countries, is quite out of line with the usual activities of women in England. The readiness and enthusiasm with which women have taken up the hard work of men during the war is sufficient ground for their participation in the future in all councils of war and peace.

Inquiries and Answers

E. S. Marion, Ind.: It is not unwomanly to do the work you mention. The old idea of "woman's sphere" has undergone radical revision in late years. In Europe the war has caused a great extension of women's activities into "men's domain," and no doubt much of this has come to stay.

R. Columbia, S. C.: Your subject "America, the Ideal Country for Women," is one that may be very easily illustrated. You might speak of the large degree of freedom in social life which women enjoy in this country and their economic independence. Make much of the point that America, being a new country, is not the victim of age-old prejudices in regard to women. You might contrast the development of the equal suffrage idea here and in England. Here it has been an appeal to reason, free from the lawlessness characterizing the movement in the mother country.



We Are Trying To Win Mothers

By These Dainties in Wheat and Rice

That's why we picture them here month after month—why we tell you the story about them.

Not for your sake so much as the children's sake. They enjoy these flaky tit-bits. And when you know what it means to have grains steam-exploded you'll be glad to see that they get them.

The Reason for Bubbles

These are bubbles of Wheat and Rice. They are whole grains puffed to eight times normal size.

We create in each grain a hundred million explosions. Each separate granule is blasted to pieces.

That's for easy, complete digestion. Other methods of cooking may break half of the granules. This method breaks them all. And the object is to make twice-better foods.

The walls are as fragile as snowflakes. The taste is like toasted nuts. Eaten dry they are like confections. With sugar and cream they are sweetmeats. In bowls of milk they form crisp, delicious morsels—airy, flaky, toasted. And they supply a whole-grain food.

Do you know any other form of Wheat or Rice with so many desirable qualities?

Puffed Wheat, 12c
Puffed Rice, 15c
Except in Extreme West

CORN
PUFFS
15c

One great reason for Puffed Grains is the fact that you can serve them at any hour. They never tax the stomach. After school, at bedtime—at any odd-hour luncheon—they are ideal foods.

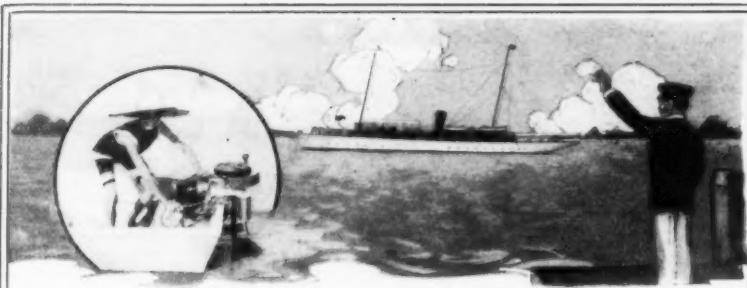
Then you can use them like nut meats—in candy making or as garnish for ice cream. You are missing more than you know, in a dozen ways, when you don't have Puffed Wheat and Rice.

The Quaker Oats Company

Sole Makers

(850)

In answering advertisements please mention "Leslie's Weekly"



"MY BOAT"

THE PRIDE AND JOY OF OWNERSHIP of a boat is just as strong in a small bare-legged boy as in the multi-millionaire, regardless of whether it is a 16 ft. flat bottom punt with an outboard engine hanging over the stern, or a 250 ft. ocean-going cruiser. The desire to own a boat, and the pride in that ownership, is fundamental in the soul of every man from boyhood up. He may live in

the middle of a prairie, with no water in a hundred miles, yet some day he expects to own a boat—the boat owner always refers to it with pride as "My Boat," he has pictures of it framed and in his office. When winter's winds are fiercest he enjoys the prospects of next summer's pleasures, or the memories of boating seasons past. A good boat pays its owner dividends 12 months in the year.

172 Boats to Select From

Fifty leading Boat Builders have joined with the Gray Motor Co. in issuing a catalog of **Specialized Boats**—the specialty of each concern from a 16 ft. fishing launch at \$103.00, to a beautiful mahogany express runabout with every ingenious device that modern thought has developed in a boat, with a self-starting 6-cylinder GRAY motor, complete in every detail for \$2500.00—or a snug, safe, roomy little cruiser with all the comforts of a home—one hundred and seventy-two boats that you choose from. Write for this catalog today, sent free. We make it easy for you to find just what you want, at the price you want to pay, and in the locality you wish to buy it in, with a **GUARANTEED** motor installed.

GRAY MARINE ENGINE

catalog shows the most complete marine engine line in the world. 2-cycle motors from 3 to 36 h. p., \$55 and upward. Gray 4-cycles, 2, 4 and 6 cylinder, 8 to 50 h. p., \$156 and upward. Self-starting unit power plants. **The latest ideas** in marine engines. Write for the catalog, today—free upon request.

GRAY MOTOR CO. 464 Gray Motor Bldg. DETROIT MICH.

Gray Gearless Outboard Motor. Fits on any rowboat.



A Card of Superior Excellence

If you really realized the uniqueness of a book form card with smooth edges—perfectly smooth—you would send for a sample of our **PEERLESS PATENT BOOK FORM CARDS**. Give us your order, and never again use any other card. You will look in vain for any indication of the card having been detached. Our patent method makes the detached edge just as smooth as the other edges.

Send for a Sample Tab and make a personal test. The JOHN B. WIGGINS COMPANY, Sole Manufacturers. Engravers Die Embossers Plate Printers. 80-92 East Adams Street Chicago

Try Week-End Canoe Trips

A day with an "Old Town Canoe" will give you enough rest and energy to last a week.

"Old Town Canoes" are light, sturdy and durable, with perfect balance and graceful lines. 4000 canoes—\$30 up. Dealers everywhere. Send for catalog. **OLD TOWN CANOE CO.** 474 Middle St. Old Town, Maine, U. S. A.

MAKE \$250.00 A MONTH REPAIRING AUTOMOBILE TIRES

Be first to enter this new big paying business in your town. Open your pockets. Let the dollars pour in. Act quick. Every auto sold means more tires to mend. Automobile business is growing fast—enormous field for tire repairing. Punctures and blowouts are common. Tires need retreading and vulcanizing. Something going wrong all the time. Thousands forced to buy new tires because they can't get old ones fixed. Think of the old bicycle days—repair shops on every corner—all making money—busy day and night. Autos make same proposition over again—only ten times bigger and better. Users of Haywood Tire Repair Plants are making big money. Johnson, Tex., writes: "I made as high as \$18 profit in a day." Another man who bought a plant September, 1911, writes he has cleared over \$3,000.00. That's going some! Operate a plant as side line in connection with auto business—garage or as an independent business. Find neighborhood where there's a bunch of autos—get all the steady business besides transient work. Experience unnecessary. You learn quick. Simply follow directions—practice a few days in a couple of old tires and you'll be ready to coin money. Business comes fast and easy.

Repair Tires at Home

Young men! and boys repair father's tires—get money he pays garage man. Get the neighbor's work. Make money to attend college or to start a garage and repair business. Auto owners—repair your own tires—save money—pay for your outfit in short time. We have outfits for home use. Anyhow investigate. Send today for catalogue. See the wonderful possibilities in this marvelous field. Learn of the enormous money-making opportunities in this fascinating new business.

HAYWOOD TIRE & EQUIPMENT CO., 735 N. Capitol Ave. Indianapolis, Ind.



The Old Fan Says:

By ED A. GOEWEY

Illustrated by "ZIM"

THEY'RE off in a bunch.

East, West, North and South the grand old game touched off the 1915 fireworks with a big splash, and from the present time until the chilling breezes of October begin to nip and sting, the music of the singing horsehide and the crashing of the big clubs will be heard throughout the length and breadth of Uncle Sam's land.

It was a grand getaway, and, though some had to lose that others might win, the season still is in its infancy, with plenty of time and to spare for the poor starters to recover ground and make their way close up behind the band.

Remember that it was not until July of last year that the Boston Braves worked into their real stride, and they annexed a world's championship.

Therefore, boys, don't tote out your hammers yet, but unite in one great burst of applause to cheer the players along.

The season's on and the players Again are earning their wage By doing such deeds of daring As will feature history's page. So bring me again the papers, For I'd read them one and all: Not for the tales of war and crime, But the good old game of ball.

Heard in the Bleachers

That particular bush league pitcher who recently gained distinction because it was alleged that he had been swapped for a bird dog lives in a little town out in the Middle West. A few days after the publication of the story, the player was brought before the local magistrate on a charge of having assaulted one of his neighbors.

"Why did you attack this man?" asked the justice of the peace.

"He insulted me," answered the player.

"What did he say to you?" persisted the guardian of the law.

"Say?" roared back the twirler, almost beside himself with indignation, "He said, 'bow, wow.'"

Every good fan remembers Joe Kelly, a baseball star of

real worth not so long ago, who in 1894 hit to the tune of .391. Nothing makes Joe more angry than to hear some one remark that the old-timers ran up their batting averages because the pitching was weak, for he is firmly convinced that the twirling of the yester years was far better than it ever has been since. "Why there never was a pitcher equal to Amos Rusie," says Kelly. "Walter Johnson may have as much speed, but Rusie threw a curve that was just as speedy as his fast ball, and there isn't a man in the game to-day who can do that."

The fact that "Hans" Lobert has been added to the Giants' line-up, and the expectation that his acquisition will put that outfit

most distinctly in the running for the National League pennant this year, has caused him to take a prominent place in baseball gossip for many weeks past. Here is what he did in 1914 when one of the Phillie regulars. He took part in 135 games, went to the plate 595 times, scored eighty-three runs, made 139 hits, including twenty-four doubles, five triples and a homer, stole thirty-one bases, had a batting average of .275 and a fielding average of .943. Just four members of the New Yorks excelled him with the willow, and they were Burns, Fletcher, Meyers and Grant. Taking everything into consideration, he ought to help McGraw quite some, particularly as he will be on a team almost sure to play a better game than his former associates.

The Wise Recruit

Among the recruits with the Giants at Marlin this spring was a youthful twirler who never had heard of Captain Adrian C. Anson, a baseball landmark and best known to fame as the leader of the Chicago Colts.

Captain Anson's only daughter and her husband, a Mr. Dodge, were at Dallas one day when the McGrawites were playing the local team, and of course they were on hand for the contest. In the second inning the aforementioned pitcher injured a finger on his twirling hand and retired. Later, when he had donned his street attire, he took a seat in the stand, and Dick Kinsella, the scout, introduced him to Mr. and Mrs. Dodge. During the conversation which followed the lady remarked:

"I am very fond of baseball. Captain Anson was my father, you know."

"Captain Anson?" replied the pitcher. "Who was he?"

After the game Mrs. Dodge met Kinsella and gave free expression to her opinion of a major league recruit who had never heard of her father. Just wondering how long a boy with a dome like that will last with McGraw.

The Chameleon

When William was a thriving lad Down East, near Boston town, He played upon the college team And won a wide renown By grabbing flies, which skimmed the skies, As they came sailing down, And as beneath each dropping sphere He dashed with grace and skill, He shouted out, "I have it, boys," In tones both loud and shrill; His language was quite proper Even as he chased the pill.

At length his skill won him a place Upon a big league club, And William changed his name to Bill, At meals he ate just "grub," He learned to scrap and chew tobacco And called the ump a "dub," His college chums, professors, too, All went to see him play, But as he jumped beneath the ball They heard—to their dismay, The former ace-high pupil yell, "I got it, bo,"—"good day!"

From the Coaching Line

An exchange has asked for suggestions or an emblem which golf players could wear at all times. Well, if the sport has reached the stage when its devotees feel that they must wear a badge proclaiming their liking for it to the wide, wide world, yours truly would suggest the nut as a suitable design.

One day a baseball magnate was stopped by a friend who asked, "How'll your team make out to-day?"

"Oh," was the reply, "— is going to pitch and we'll win."

After the game, which went contrary to predictions, magnate and friend again met and the former said, "Well, he lost."

Lee Magee, manager of the Brookfeds, is accredited with

stating in print that he has a perfect abhorrence of contract jumpers and wouldn't allow one of them on his team. How about that two-year contract said to contain the signature of one Lee Magee in the safe at the headquarters of the St. Louis Cardinals?

"Beware of the food jag," warns a Harvard professor. Must have been inspired by seeing a bunch of ballplayers at a hotel dining table eating at the expense of the club management.

"Several well-known boxers have qualified as expert fancy dancers."—News item. Several? Well, the ring exhibitions hereabouts for some years past would indicate that as fighters the whole push are fancy dancers.

Poor little horsehide sphere, We pity thee, 'tis true, When Jackson swings his club It spells "good night" for you.

The Jockey Club, of London, has decided to continue horse racing in spite of the war, the only change from times of peace being a considerable curtailment of attendant social functions. The club decided that the continuance of racing was necessary to the interests of horse breeding and the thousands of men connected with the sport. In New York State, where formerly there were more tracks of a high class than anywhere else in the country, racing was abandoned for several years, not because a great war was raging, but because the authorities admitted that they could not control the gambling element. In plain English, to curb the sharks of the tracks, the interests of the horse were abandoned. Quitting cold in the face of a real problem is something of which the administrative bodies of the Empire State can hardly be proud. We are a great people, of course, but too often we dodge the issue rather than buck the centre.



Ready to take a long drink



Bran as a Luscious Laxative

Pettijohn's is a wheat-and-bran food made luscious and efficient. It is made by rolling the tender bran into flakes of soft white wheat.

There is 25 per cent of unground bran hidden in this delicacy. And bran helps keep folks well. Eat it thrice a week for a little while. Note how it brightens days and lessens the need for drugs.

Bran alone isn't tempting, but in this form it's delicious. Try it.

Pettijohn's

Rolled Wheat With the Bran

If your grocer hasn't Pettijohn's, send us his name and 15 cents in stamps for a package by parcel post. We'll then ask your store to supply it. Address The Quaker Oats Company, Chicago. (861)



EXTRAORDINARY OFFER—30 days free trial on this finest of bicycles—the "Ranger." We will ship it to you on approval, freight prepaid, without a cent deposit in advance. This offer is absolutely genuine. **WRITE TODAY** for our big catalog showing our full line of bicycles for men and women, boys and girls at prices never before equalled for like quality. It is a cyclopedia of bicycles, sundries and useful bicycle information. It's free. **TIRES, COASTER-BRAKE** rear wheels, inner tubes, lamps, cyclometers, equipment and parts for all bicycles at half usual prices. A limited number of second hand bicycles taken in trade will be closed out at once, at \$3 to \$8 each. **RIDER AGENTS** wanted in each town to ride and exhibit a sample 1915 model "Ranger" furnished by us. **It Costs You Nothing** to learn what we offer you and how we can do it. You will be astonished and convinced. **Do not buy a bicycle, tires or sundries** until you get our catalog and new special offers. **Write today.** **MEAD CYCLE CO., Dept. M174, CHICAGO, ILL.**

ARE YOU SEEKING OUT OF TOWN BUSINESS

and large returns? Use this special Metropolitan List, with a combined circulation of 3,200,000. For \$10 we will insert one time a 25-word classified ad in all of the following Sunday papers:

Chicago Tribune, Chicago Herald, New York American, Kansas City Star, St. Louis Post-Dispatch, Minneapolis Tribune, Indianapolis Star, Denver Post, Des Moines News, St. Paul News,

Atlanta Georgian, San Antonio Exp., Pittsburgh Dispatch, Buffalo Courier, Cincinnati Enquirer, Cleveland Press, Memphis News Scim., Washington Herald, Omaha News, Peoria Journal.

If you advertise for Agents, Business Opportunities, Real Estate, Farms, etc., this list will bring big results. We prove insertion of ad in each paper. Our Sales Promotion Department is at the service of advertisers for preparing advertisements, reviewing their literature, and suggesting selling plans. Our 28-page Advertiser's Pocket Guide FREE.

GUENTHER-BRADFORD & CO. (Estab. 1885)
Schiller Bldg., 64 W. Randolph Street, Chicago

WHITE VALLEY GEMS
LOOK LIKE DIAMONDS
Stand acid and fire diamond test. So hard they easily scratch a file and WILL CUT GLASS. Brilliance guaranteed. Mounted in 14k solid gold diamond mountings. See them before paying. Will send you any style ring, pin or ead for examining—all charges prepaid. No money in advance. Money refunded if not satisfactory. Write today for free catalog. (11)
WHITE VALLEY GEM CO., 719 Walnut Bldg., Indianapolis

AGENTS A Big Seller
Screen Door CHECK
Splendid summer seller. Stops the bang and saves the door. **LOW-PRICED** Big demand. A sale in every home. Dopes can be carried in pocket. Demonstrating sample free to workers.
THOMAS MFG. CO., 1414 Rome St., DAYTON, OHIO

Be A Traveling Salesman
Experience unnecessary. Earn Big Pay while you learn. Write for big list of positions open, and testimonials from hundreds of our students who earn \$10 to \$500 a month. Address our nearest office. Dept. 572
NATIONAL SALESMEN'S TRAINING ASSOCIATION
Chicago, New York, San Francisco

AGENTS Let us show you the best paying canvassing business in the United States. Write today to the largest makers of transparent handled knives and razors for proof. A postal card will do.
NOVELTY CUTLERY CO., 38 Bar St., CANTON OHIO

Leslie's Export Promotion Bureau

Conducted by W. E. AUGHINBAUGH

EDITOR'S NOTE:—This department is maintained for the benefit of American exporters. Its editor has had 20 years' experience in placing American-made goods in foreign markets, and will answer promptly and without charge inquiries about trade conditions, selling methods and other matters pertaining to foreign markets. Address inquiries to Export Department, Leslie's Weekly, 225 Fifth Avenue, New York City.

THE Latin-American decidedly has a sweet tooth. From the southern shore of the Rio Grande, where Mexico begins, throughout the West Indies, and Central America, and down to the glaciers which fringe Smythe Channel at the extremity of South America, I am sure that the per capita consumption of candy and articles composed chiefly of sugar is the greatest in the world.

With the exceptions of Chile and Uruguay, each one of these countries raises sugar-cane and manufactures sugar for local consumption. In addition to this, their custom house records show many of them to be large importers of sugar. The Argentine, which raises much sugar, last year imported over \$3,000,000 worth of this article, while Bolivia with its scant 2,000,000 population, imported over \$2,000,000 worth. The desire for sweets is universal. This may be due to the fact that the Latin-American is, as a rule, extremely temperate and craves, for this reason, carbohydrates.

When the sugar-cane is ready for harvesting huge bundles of it are brought to the cities and towns and sold by itinerant vendors. Children and adults may be seen along the streets contentedly chewing the stalks for the rich, sweet juice. At the corners and in the market places, one finds small cane-grinders or crushers, consisting of a pair of rough steel cylinders or rollers, operating in a frame and adapted to be turned by hand. Between these are placed the stalks of cane and the juice is collected and sold by the glass. It is nauseatingly sweet to the taste of us northerners, but our Latin-American friends love it, and the merchants with the little machines do a steady and profitable trade from sunrise to midnight. The modern contrivance of the type described is a Yankee invention, and is made by a Buffalo firm. Its simplicity, cleanliness, neatness and practicability over the old method of expressing the juice by beating the cane with a mallet, met with instant approval and made a fortune for the manufacturer.

The juices from the many delicious native fruits are used also as drinks and into each glass is put an enormous quantity of sugar. In fact every dessert, cake, or beverage is highly sweetened. As illustrating how far they go in this regard I recall that one of the favorite drinks of Cuba is called "bull," and is made by taking a bottle of beer and adding about six tablespoonsful of sugar. Even water is sweetened, the favorite method being to dissolve in the glass a fluffy confection made from sugar and the white of an egg, which has been baked. Ice is seldom, if ever, used in these thirst eliminators.

Along the principal streets are old men and women with baskets and trays of homemade candies and taffies. There are many high-class confectionery stores also whose goods come chiefly from Europe. These establishments are not as numerous as with us. France, Italy, Germany, Spain and England, in the order named, supply the stocks of these places. The fancy confections of quality and glacé fruits come chiefly from Paris. Italy, Germany and England supply chocolates and hard candies, while Spain provides special delicacies in this line, the well-known and delicious "alicate" being made from honey and almonds.

Climatic conditions, either extreme heat or the excessive moisture of the rainy seasons, have a very deleterious effect on these imported goods. To guard against this, most European sweets, when sold in bulk, are wrapped in gaudily colored tin foil, or paraffined paper, or if sold in packages are put up in hermetically sealed tin boxes or in air-tight glass jars.

While the local and home-made candies are very cheap, and not adulterated, and the glacé sweet potatoes, nuts, pumpkin and oranges are exceptionally good, the imported articles are very expensive. In Rio de Janeiro and in Buenos Aires, I have paid \$3. American money, a pound for candy that I could have bought in any town in the United States for 30 or 40 cents. Glacé fruits from France sell at \$6 to \$12 a kilo, which is just two and one-fifth pounds, while glacé chestnuts, which are especially appreciated, often bring from \$15 to \$18 per kilo.

Only two or three American candy manu-

(Continued on page 363)

In answering advertisements please mention "Leslie's Weekly"



Firestone Net Prices to Motorcycle Owners			
	Case	Case	Tube
	Corr.	W.B.	Gray Red
28x2 1/2 in. to fit 88 rim	\$6.50	\$7.00	\$1.70 \$1.90
28x2 1/2 in. to fit 88 rim	7.50	8.00	1.75 2.00
28x2 1/2 in. to fit 88 rim	7.50	8.00	1.75 2.00
28x3 in. to fit 90 rim	8.25	8.75	2.00 2.25

Firestone

MOTOR CYCLE TIRES

Built for Speed and Endurance

ALL the quality that gives Firestone Automobile Tires their supremacy is built into Firestone Motorcycle Tires. Motorcyclist and side car owners are proving this Firestone quality on the hardest roads and climbs—in the fastest races—and it is being proved by the heavy loads of delivery vans.

Extra broad, high tread assures effectual road grip. Lean to your fast turns safely. Firestone construction means longest service and freedom from tire troubles.

Then Why These Low Prices?

Specialized production on enormous scale—these tires are made in America's largest Tire and Tube factory. The largest distributing organization. Big saving in getting tires to you. A policy of small profit for big volumes. These are some of the reasons why you can buy Firestones at the low prices quoted above and get

"Most Miles per Dollar"

Firestone Tire and Rubber Company

"America's Largest Exclusive Tire and Rim Makers"
Akron, Ohio—Branches and Dealers Everywhere

He whose paint lasts, paints best. Your painter should know, and you should let him know that you know, that the ingredient which makes paint last longer and look better while it lasts is

Zinc

We have three books discussing Zinc from the three view-points of the parties most concerned.

For House Owner: "Your Move"

For Architects: "One of Your Problems"

For Painters: "Zinc That Made a Painter Rich"

Ask for yours. Sent free.

The New Jersey Zinc Company

Room 415, 55 Wall Street, New York

For big contract jobs consult our Research Bureau

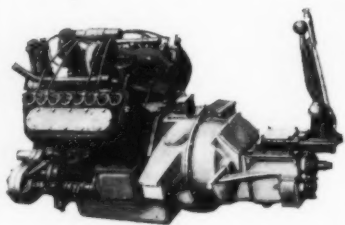
Continuity of Power

The 20th Century Limited speeding across the continent, controlled by the throttle and the brake—

The power boat, with its high-multiple cylinders, skimming the water as lightly as a gull—

The gigantic ocean liner, propelled swiftly and silently through the seas by its great turbine engines—

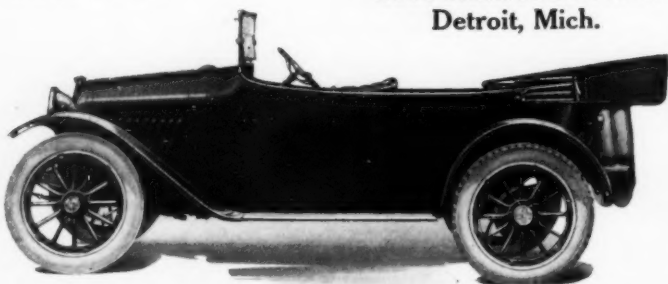
Potent and effectual because their power is delivered in a constant, even flow, their impulses blended into a smooth, continuous stream.



8-cylinder **Detroit** motor. Pulls evenly and steadily at all speeds, 2½ to 50 miles an hour on high. Short crankshaft saves hood space and gives body room; free from "whipping." Light in weight; silent; simple; accessible.

Famous Four - \$985

112-inch wheelbase—same as the Eight. Ball-bearing motor, 32 h. p. A splendid hill-climber. Has 35 special features besides low cost, to recommend it as the best medium-price value in the world.



Detroit

Eight—\$1295

The same wonderful continuity of power is apparent in the **Detroit** Eight. The same smoothness of operation, marvelous flexibility, absence of vibration, and true throttle control have been achieved in the light, compact, V-type power plant of the New **Detroit**.

Your first ride will amaze and delight you. New possibilities in motoring will unfold. Learn about this new mode of travel.

Send a request today for catalog.

Briggs-Detroit Co.
5006 Holbrook Avenue
Detroit, Mich.

The Proper Private School

for your children is perhaps the most important choice you have to make. You need the best guide in existence and that undoubtedly you will find every month in the

Educational Directory of Harper's Magazine

for it is in Harper's Magazine that you find the announcements of more private and preparatory schools and colleges than in any other publication—the widest, the best, and the most dependable selection.

Would you not like to have your own child go to school with children whose parents read Harper's Magazine?



You can't sell your drawings unless they are technically correct



and you can only acquire this technique under skilful guidance. In comic art particularly, the clever caricature depends altogether on a proper understanding of *what* to emphasize and *what* to omit, and this knowledge can only be had through instruction. You cannot become a skilled artist without instruction any more than you could be a finished musician and play only by ear. Men are born with genius, but art is the practical and skilful application of natural ability.

We send you this instruction by mail and your individual training comes under the personal direction of Mr. Grant E. Hamilton, an artist of international reputation. This school has been established eleven years and has developed many first-class illustrators who are now earning good incomes from their art.

Only a limited number of students will be taken, so write at once. Send five two-cent stamps for handsome booklet and reply.

Studio of Pictorial Art, Inc.
Established 1903
112 East 19th Street, New York

In answering advertisements please mention "Leslie's Weekly"



COMPARATIVE MAP OF EUROPE AND UNITED STATES

By scrutinizing this comparative map one can readily see the great distances between most of the renowned wonders of the American continent. The numbers represent the great scenic spots as follows: 1. Estes Park, Pike's Peak and Garden of the Gods; 2. Petrified Forests and Indian pueblos; 3. Grand Canyon; 4. Yosemite and Mariposa Big Trees; 5. Mt. Rainier and Rainier National Park; 6. Glacier National Park; 7. Yellowstone Park; 8. Canadian Rockies. When one considers that there is over 500 miles between Grand Canyon and Yosemite, and over 600 miles between Mt. Rainier and Yellowstone, they can easily appreciate that it will take more than one tour of the United States to see all of its many wonders.

Leslie's Travel Bureau

EDITOR'S NOTE—This department will give specific information to LESLIE'S readers who are planning to travel at home or abroad. It is created to meet a special need that shows itself in the numerous letters that come to this office daily. In many cases these inquiries duplicate one another and the printed answer to one will give welcome information to others. Correspondents are requested to state definitely their destination and time at which the proposed trip is to be made. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address Editor Travel Bureau, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

"SEEING AMERICA" EN ROUTE TO THE EXPOSITIONS

EVERYBODY wants his money's worth. But we mustn't expect too much for our money when we go traveling. I am led to this reflection because of the numerous inquiries I receive from those who contemplate a visit to the Pacific Coast Expositions at San Diego and San Francisco, and who would like to take in en route all the wonders of the western world, including Yellowstone Park, the Grand Canyon, the Yosemite Valley, Glacier Park, the Canadian Rockies, the Royal Gorge, the Big Trees and the Petrified Forests. It would save some of my readers a good deal of time if they would simply look over their map, or, if they have no atlas, if they would step into any railroad or hotel office and pick up folders of the transcontinental railroads, and see how widely separated these great wonders of our country really are. If you stop to think that you could superimpose the map of all Europe on that of the United States and leave much of the latter uncovered, we can realize the enormous area of our country.

Those who expect to visit the Pacific Coast can readily arrange to take in some of the most notable natural wonders of the world, but not all of them, if they will make the trip by one route going and by another one returning, as most excursionists usually do. Some of the railroads have issued special folders on scenic tours to California

which are of educational value. The Rock Island has one called "Circle Scenic Tours to the California Expositions," the Northwestern has one on "Forty Ways to the California Expositions," the Southern Pacific has an interesting folder on "High Points on Four Great Highways to the California Expositions," the Burlington has one describing eight interesting tours to the Pacific Coast, and the Pacific Coast tours booklet of the Canadian Pacific is particularly interesting and well illustrated. As all of these are for free circulation to those contemplating western tours, and as their information is accurate and up-to-date, their value should be appreciated.

The Santa Fe publishes booklets on the Grand Canyon and the Petrified Forests, the Northern Pacific has several on Yellowstone Park and the Great Northern has a number descriptive of Glacier National Park. In fact every natural wonder on the line of any railroad is fully described in its folders. If the traveler will simply collect a number of these various folders and then devote a little time to his map and to a selection of the particular attractions that he or she desires to see, the most satisfactory results will be obtained. If any of my readers are located at distant points where these folders are not procurable I will forward them on application, accompanied by the necessary postage.

J. A. D., Coleman, Texas: The contingencies of war are such that it would be impossible to quote rates, sailings and steamers from New York to the various ports of Europe for next fall. If you will communicate with us some time in September we will be better able to give reliable information.

G. A. K., Cleveland, Ohio: Lake Louise is situated in the heart of the Canadian Rockies at an elevation of about 5,200 feet, in a rugged region. There is no town by that name. It is strictly a summer resort. The only place where you can get accommodations that I know of is at the Chateau Lake Louise, a splendid, up-to-date hotel, the rates from \$4 up. American plan. The house is open from the middle of June until October 15th.

L. M. L., Elmira, N. Y.: If you desire to visit a health resort in the Canadian Rockies, there is no more delightful spot than Banff Springs, 4,500 feet above sea level, amid the lofty peaks of the Rockies and within the boundaries of the Canadian National Park. There are several boarding-houses, a large sanatorium and beautiful Banff Springs Hotel, located on an eminence at the junction of the Bow and Spray Rivers. Rates at the various houses are quoted in the booklets I am sending you.

W. C. K., Baltimore, Md.: A sufferer from any trouble requiring the bath treatment would do well to look over the booklets describing our health resorts circularized by the railroads on which they are located. These booklets give the rates at hotels and boarding-houses, and for treatment, and specific data regarding the diseases particularly benefited by the waters. By scrutinizing these booklets one can get a much better idea as to what is most appropriate for him or her than anyone can give. A list of the leading health resorts with the railroads that circulate their literature is being mailed.

C. L. W., Akron, Ohio: The Muskoka Lake region, the Georgian Bay country and the Kawartha Lake district in Ontario, as well as the Thousand Islands, the St. Lawrence River and the Rideau Lakes are noted fishing and camping grounds in eastern Canada. Throughout these regions there will be found comfortable boarding places, camps and hotels, where accommodations can be had at prices to fit any purse. They are all readily accessible by steamer and rail from Cleveland. Descriptive booklets are being mailed. After you have looked over them carefully and decided on your destination, I will be glad to give you information as to routes and rates.

A. S., South Ford, Penn.: The Panama-Pacific Line will have regular sailings after May 1st be-

tween New York and San Francisco, stopping en route at either Los Angeles or San Diego, but not in the Canal Zone. Rates from \$125 up. The American-Hawaiian Line also has direct service from the Atlantic to the Pacific coast. If you wish to visit the Canal Zone, take either the Panama Railroad Steamship Line or the United Fruit Service to Colon, thence rail across the Isthmus to Balboa, thence Pacific Mail steamers to San Francisco, which call at many of the quaint and interesting coast towns of the Central American Republics and Mexico, rates \$198 up. Booklets and sailing lists mailed. Return San Francisco to South Fork \$73.12, lower berth Pullman \$15.50.

F. B. J., Superior, Wis.: There are many delightful shore resorts in New England where you can get the change of climate and scenery you desire. Among them Marblehead, Narragansett, Gloucester, York Beach, the Cape Cod and Martha's Vineyard resorts, Kennebunk and Old Orchard, Portland, Bar Harbor, Mount Desert and others equally attractive if not so well known. One can enjoy rest and relaxation at any of these places. Accommodations can be had at varying prices. There are also plenty of recreations including boating, fishing, bathing, golf, polo and tennis, as well as beautiful walks and drives. The Boston & Maine Railroad issues a well-illustrated booklet on the New England shore resorts, a copy of which has been mailed you, as well as others on various resort sections of New England.

A. M. F., Washington, D. C.: Tourists who have recently returned from Europe via the northern routes from London, Liverpool and Glasgow report that the war zone edict has not materially disturbed transatlantic travel to or from England and France. The Channel steamers are reported as operating regularly and Paris can be reached without difficulty. The *Touraine* and *Chicago* of the French line will leave New York for Havre on April 24th and May 1st respectively, due May 2d and 9th. The regular train schedules are in operation between Havre and Paris and the distance can be covered in about three hours. However, if you prefer to reach Paris via the Mediterranean, a good route would be via the Fabre Line from New York to Marseilles, thence Paris, Lyons & Mediterranean Railroad by way of Lyons and Dijon to the capital, leaving Marseilles at 4 p. m., arriving at Paris at 7:15 a. m. the day following. The steamers *Roma* and *Madonna* of the Fabre Line will sail from New York April 22d and 26th, due at Marseilles on May 7th and 10th. First-class rates \$90 up; via French line \$70 up.

ICY-HOT

Keeps Contents Hot 24 Hours, Icy Cold 3 Days

Hot or cold drinks when needed: traveling, fishing, picnicking, hunting, motoring, etc. Keeps baby's milk at right temperature all night without bother of preparation.

ICY-HOT CARAFE Jar and Ice Cream Pail takes place of unsanitary water bottle and pitcher.

ICY-HOT LUNCH KIT containing Icy-Hot Bottle and Lunch Compartment. For Workmen, School Children, Tourists, etc. \$2 up.

ICY-HOT JARS and ICE CREAM PAILS—pints, one and two quarts—keep solid food hot and ice cream solid without ice.

Pitchers, in absolutely sanitary glass, coffee and container. Inner glass bottle thoroughly protected against breakage—easily removed—cheaply replaced. Perfectly sanitary—liquid touches only glass. See at dealers—look for name ICY-HOT on bottom. Write for Free Booklet.

Pts., \$1 up; Qts., \$2 up.

ICY-HOT BOTTLE CO., Dept. F, Cincinnati, Ohio

The Bad Habit of Slamming

If you have nothing better to do, slam the capitalists. It is too bad that professional men, including many clergymen, are inclined in public utterances to criticize our great industrial corporations while neglecting to credit them with any of the good things they are doing. An example of this is found in the interesting and able address upon "The Service of Medicine to Civilization" by Dr. Victor C. Vaughan, President of the American Medical Association, at its annual convention. Dr. Vaughan goes out of the way to say that the "capitalist must recognize that improvement in health and growth in intelligence increase the efficiency of labor and that to poison men in factories and mines, to pollute drinking water supplies, to adulterate foods and to drug with nostrums is manslaughter." Capital is doing none of the terrible things complained of. Even Dr. Vaughan's own profession is unable to show a record of achievement equal to that of big business in promoting the health and welfare of men. An example is the action of the United States Steel Corporation, the largest industrial corporation in the country, in increasing wages to the extent of \$12,000,000 a year and in paying out last year \$7,000,000 for the welfare of employees. This meant \$19,000,000 taken from dividends to stockholders or from the general surplus of the corporation, but as Judge Gary pointed out in his annual address to the presidents of the subsidiary companies these steps were taken "because we believe they were right and just." President Wilson has had to call the attention of his party to the fact that deserving "big business" men should be honored, not regarded with suspicion because connected with great enterprises. We are awaking to a truer sense of justice. He who lambasts the capitalists and the corporations no longer follows the drift of public sentiment.

Leslie's Export Promotion Bureau
(Continued from page 361)

facturers have made any effort to get into these markets. I am sure that a well-conducted, clean, hygienic candy kitchen, producing good quality confections would prove a profitable venture in either Rio de Janeiro, Buenos Aires, Montevideo, Santiago, Valparaiso, Lima, Caracas or Havana.

England, Austria and Germany supply most of the crackers and small sweetcakes so much in demand in these lands. They are so expensive that only the wealthy can afford them. They are always put up in hermetically sealed tin containers to protect them against the climate. One English firm sells Latin-America nearly \$3,000,000 worth of these goods yearly. Buenos Aires has three, Valparaiso and Lima one each of cracker and cake baking plants, and they all do a large business. Very naturally they undersell the imported article and are in great favor with the poorer people.

If English, German and Austrian manufacturers who have to import their flour and sugar, paying freight and duty thereon, can manufacture goods and ship them into these markets I can see no valid reason why American firms in the same line cannot successfully compete for this trade, especially when we raise our own flour and sugar. I know of but one American concern in this line of trade that has made any effort to get any of this business.

Any one contemplating entering these markets with any article having a trademarked name should be sure to register it before attempting to do business. One big American concern failed to do this, and is kept out of some of these markets because it will not pay the price asked by the men who registered its trademarks and who are protected in their piratical designs by the peculiar laws that prevail in many South American countries.

Life Insurance Suggestions

IT is a deplorable fact that, in this great land of opportunity, comparatively few persons are given to saving. Statisticians say that only one in five of those who die leaves an estate of appreciable amount. Many men and women earning good salaries "live up" to all they make, and when they pass away their families are left destitute. For this unthriftness there is at least a partial remedy. Let such persons take out life insurance policies and subject themselves to the necessity of paying premiums at stated times. This will compel them to save enough every year to assure, when they are called hence, a larger or smaller subsistence fund to their dependents.

G. Wausau, Wis.: The Travelers, of Hartford, is one of the oldest and strongest of the New England companies.

J. Camden, N. J.: The terms of your policy are not affected by the mutualization of the Metropolitan Life. If there is any doubt as to this, take the matter up directly with the company.

L. W. Cleveland: 1. The Postal Life of New York, doing all its business by mail, saves the heavy commissions usually paid to agents and this accounts for its low rate. 2. The best policy for a man who simply desires to protect his family in case of his death is a straight life policy. This is, also, among the least expensive.

B. Portland, Me.: 1. There is no Federal Insurance Law governing the rate of dividends. 2. The stipulations of the policy embodied in the document indicate the terms of the contract, and if not the policy holder is justified in asking the company for definite terms.

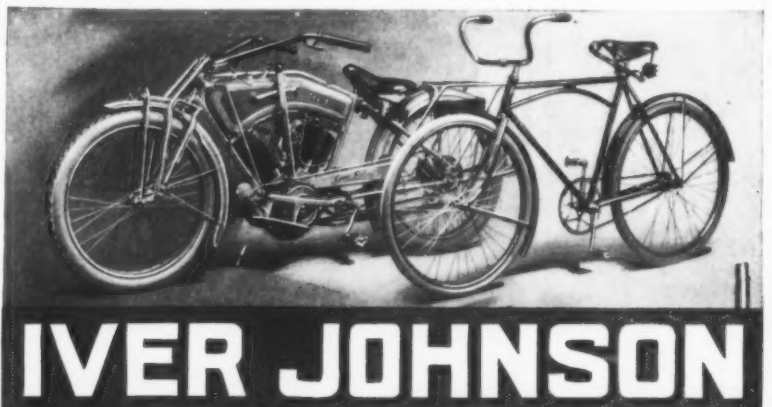
T. Jacksonville, Fla.: Write to the President of the Aetna Life Insurance Co., Drawer 1341, Hartford, Conn., for information as to the \$10 a year Combination Policy, covering accidents, injuries and life insurance. This is a very popular policy, costing only three cents a day, and therefore within the reach of all desiring such protection.

Student, Des Moines, Ia.: You are not too young to take out a policy and it may help you to acquire the saving habit you say you need. A Twenty Year Endowment for \$1,000 would give your heirs the benefit of \$1,000 in case of your death, and if you lived for twenty years the money would be paid to you.

Worker, Brooklyn: You can get a \$1,000 policy of the kind you mention, giving you protection in case of accident or illness, for \$10 from one of the strongest and most reliable companies. Write to the Maryland Casualty Co., 16 North St., Baltimore, Md., giving your address, occupation, and age. They will send you on request, samples of their accident and disability policies, with full information. This Company is noted for promptly meeting its obligations.

Hermit

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



IVER JOHNSON

Mechanically Perfect!

The chief reason Iver Johnson Revolvers, Shotguns, Bicycles and Motorcycles are known all over the world for their splendid service is because of the matchless quality of the machine work that goes into our goods.

It would be difficult to construct an instrument of greater precision than the Iver Johnson Revolver. It is perfect in operation and absolutely safe even in the hands of a novice. You can Hammer the Hammer. Note different models below. Prices \$6 to \$8.50. Learn to shoot an Iver Johnson.

Iver Johnson Shotguns are made in Single-barrel and in Double-barrel Hammerless.

Iver Johnson Bicycles rank as America's leading bicycles. Most racing men ride them. They are fast, durable and beautifully finished. \$25 to \$60.

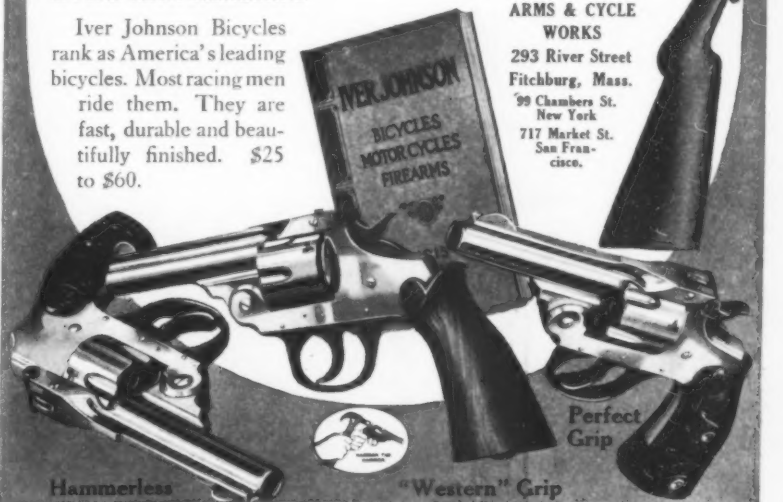
The Iver Johnson Motorcycle is conceded by engineers to be the most scientifically designed and the most superbly built machine ever produced.

Send for our 84-page book on Bicycles, Motorcycles, Revolvers and Shotguns—single and double-barreled.

This book is bound in stiff board covers and tells all anyone needs to know to buy a cycle or firearm intelligently.

It's a costly book, but we want everyone who is interested to have a copy—so it is free.

IVER JOHNSON'S ARMS & CYCLE WORKS
293 River Street
Fitchburg, Mass.
99 Chambers St.
New York
717 Market St.
San Francisco



My \$3.00 Exerciser \$1.00 Reduced to 1=
Until further notice I will send one complete

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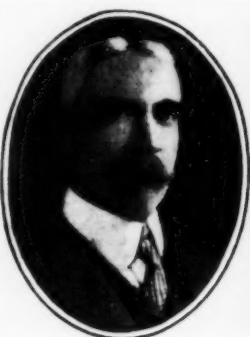
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Walter C. Allen, who, after twenty-three years service in the Yale & Towne Manufacturing Company, of Stamford, Conn., has risen to the presidency of this \$10,000,000 corporation, succeeding Henry R. Towne, who served nearly half a century.



FROM ERRAND BOY TO CAPITALIST

A. H. Cosden, who in 21 years advanced from the position of errand boy to be president of the Riker-Hegeman Company of New York, which owns 100 drug stores. Mr. Cosden, who is only 42 years old, lately retired from active business with a large fortune.

Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

"LET'S boost good business. Here's for good times." How many of my readers have seen these two lines on the advertising pages of leading publications in the United States? They are printed in the lower left-hand corner of the advertisement of the General Roofing Manufacturing Company of St. Louis.

It is a rare thing to print an editorial in connection with an advertisement. A few great advertisers have done it occasionally, and it would not be surprising if more would do it. It indicates that the great business interests of this country are determined to have a hearing, in spite of the muckraking magazines and yellow journals.

I was greatly interested in the little editorial printed by the St. Louis concern. It points out that the politicians who have been promising everything to the people have not made good and it appeals to the public to stop listening to these fakers. It repeats the injunction that I have so often given to my readers: "Let the business interests, from the laborer to the superintendent, from the office boy to the President, from the hired man on the farm to the owner of the farm, remember that they have a common interest in good business and a square deal in business."

These are not wasted words. All over this country they are being re-echoed by business men and by our ablest statesmen. We hear them in the workshop and in the factory, in the counting room and the office. The people of this country are determined to put business back on a firm basis and to get rid of the soup houses and the bread lines.

I was greatly impressed by the recent public statement of ex-Senator Root which puts the situation in a nutshell, as people are beginning to see it. I wish my readers would read it, cut it out and pass it around. No American statesman has ever spoken with clearer foresight. These are his words:

The distinctive characteristic of recent years has been the conduct of Government by men who have little concern in business, and who distrust and suspect men of business. Measures relating to the conduct of great and small business have been framed and enacted by men who rejected the advice of business men. The testimony of railroad men on legislation affecting railroads has been rejected because they were parties of interest. The same is true of manufacturers, bankers, ship-owners, merchants, men of all lines of trade. Knowledge of the business affairs of the country has disqualified men from taking part in the conduct of the Government and participation in the control of government affairs. Now, all this is not a matter of accident. It is a development of the feeling of unrest of the whole country.

A very interesting little monthly, called the *Bulletin*, is published by the Standard Oil Company of California, at San Francisco. The March issue has a leading article entitled: "Waking Up to Facts." It points out that even in the Senate of the United States, at last, "the value, if not the necessity, of large units of operation in the oil industry is gradually being recog-

nized." Mr. George Otis Smith, director of the United States Geological Survey, according to the *Bulletin*, told the United States Senate Committee on Public Lands that "the way to fight one monopoly is to encourage competition by other large units." Proof of this is found in the fact that the oil business in California is now in the hands of a few strong competitors, each one of whom in other days might have been stigmatized as a monopoly.

The stock market shows improvement because business generally is looking better. This restoration of confidence started the day after the election last fall, with its clear indication that the people of this country were tired of trust-busting, railroad-smashing and exiling of captains of industry.

The change in the attitude of the Interstate Commerce Commission towards the railroads, from one of hostility to one of fairer consideration, is being felt all over the country. I note with great pleasure that Governor Walsh, of Massachusetts, has interested himself to help the Boston & Maine Railroad to avert the crisis which threatened it. I note, too, in a recent issue, that the *Retail Grocers' Advocate*, at San Francisco, in its comments on the hearing in that city of the Government's suits against the Corn Products Refining Company, does not hesitate to say:

All these Government attacks upon big manufacturing institutions give the lawyers a chance to collect immense fees, give the politicians at Washington an opportunity to appeal to the gallery by yelling "Down with the Trusts," and in the end the whole situation develops into an attack on big business that cannot help but make men timid to invest their money in a large institution of this kind. The Federal District Court at Cincinnati rendered a very wise opinion in the National Cash Register case this week when it said: "A business is not a monopoly merely because it is a big business." That's our sentiment, too.

The stock market has realized the predictions I have persistently and consistently made that the chances, after a prolonged period of depression and liquidation, always favor an advance. Now that the upward movement has begun, all restrictions on trading have been removed by the New York Stock Exchange. Minimum prices have been abolished and the New York Stock Exchange, alone of all the great exchanges, is open for free and unrestricted trading.

A sharp rise all along the line has stimulated interest in speculation, but the one thing that has developed an ardent appetite for it is the rapid advance in a few stocks like Bethlehem Steel and Rock Island. The handsome profits made by the holders of these have stimulated the speculative spirit all over the land and a rush of orders to buy naturally followed.

This has always been the case. The public hesitates to buy when everybody is selling and when the bargain counter is opened, but it rushes in when prices have gone up to a point where heavy holders are taking their profits. The market is entitled to a reaction from time to time, but the swing ought still to be upward, and will assuredly be if the crop outlook continues to be promising.

The best purchases are the high-class, dividend-paying railroad and industrial stocks to which I have frequently called attention, and the best speculations will be found in the low-priced railroads and industrials that are on a good footing and that,

(Continued on page 365)

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Jasper's Hints to Money-Makers

(Continued from page 364)

with a revival of prosperity and fairer treatment of our corporations, must inevitably show better earnings.

G., Lancaster, Pa.: United Light & Railway 6's are fairly safe.

C., Pittsburgh: American Sugar Common and Inspiration Copper look like the best on your list at present.

K., New York: Be careful about buying real estate in Cuba, Mexico and elsewhere on representations of enormous value.

P., Rochester: Loose-Wiles Common, in view of its latest statements, is only attractive with the possibilities of speculation.

A., Bainbridge, Ga.: New Haven stock looks like a fair speculation under existing conditions, especially for those who can hold it patiently.

B., Stratford, Ont.: U. S. Steel does not look as attractive as many other securities on the list and Bethlehem Steel has had too heavy an advance to make it a speculative favorite.

S., Denver: I think very little of the talk on which an effort is being made to revive interest in Telepost stock. "The speculative opportunity" looks to me to be rather remote in view of the history of the concern.

A., Chicago: I see nothing in the 2 cent oil stock. There are plenty of first-class oil companies of high standing, paying dividends in which you can invest, but you will find none of these selling at two cents a share. Beware of stocks of that character.

H., Chicago: 1. The book value of a stock is not always indicated by the figures of its annual report. For that reason, I think they are of little concern as a rule. 2. The high-class dividend-payers such as U. P., St. Paul, Northwest, Atchison, Pennsylvania and New York Central offer the greatest promise of a rise. The largest profits for those who seek a speculative venture will probably be found in securities that have suffered severely during the recent depression, but that have a foundation of merit. They may not be active in the market but will reward the patient holder. C. C. C. & St. L. Pfd., a Vanderbilt property, which, for many years, paid 5 per cent., has recently been selling between 60 and 70. This road suffered from the Dayton flood, but its earnings indicate recuperation. The Common stock, which formerly paid good dividends and sold at par, has recently been selling at between 30 and 40. American Ice Securities, formerly a dividend payer, has in the past few years been earning from 2 to 8 per cent. on the common stock, though paying no dividends. If it should have a good season this year, resumption of dividends would be justified. American Beet Sugar, which formerly sold at between 70 to 80, dropped to 20 when the exchange closed and has since more than doubled in value. I called attention to its possibilities when it sold between 20 and 25, but none of the brokers recommended it. Corn Products Refining Pfd., paying 5 per cent. and earning more, will sell much higher than 70 if it should win the government suit. The buyer must take that chance. Kansas City Southern Pfd., paying 4 per cent., and selling less than 60, has possibilities. New York, Ontario & Western, barely earning 2 per cent. and formerly paying that rate of dividend, has speculative possibilities around 28. The New Haven Railroad bought its control at between 45 and 50. International Paper Pfd., paying 2 per cent. and

recently selling around 36, has merit and so has Union Bag & Paper Pfd., but the latter pays no dividend. The Erie stocks, especially the first Pfd., must not be overlooked. This road is getting in prime condition. I recall that Mr. Harriman said that if he had been left alone to manage the property, he would have made Erie Common a dividend-payer. The safest investment, of course, is in the sterling dividend-payers.

New York, April 8, 1915.

JASPER.

SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the New York Stock Exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

Standard Oil stocks paying good dividends are recommended by Slattery & Co., dealers in investment securities, 40 Exchange Pl., New York. Write them for information which they will gladly furnish.

"The Monthly Market Letter," just issued by Spencer Trask & Co., bankers, 43 Wall Street, New York, gives an excellent review of the situation in financial circles. Write to the above Company for a free copy.

"What to do with \$20," a free booklet full of advice to those who seek to accumulate money, has been published by P. W. Brooks & Co., 115 Broadway, New York. Write them for a copy of their "Booklet X 20."

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The latest issue of the "Investor's Guide" of 270 pages, revised to April 1 and giving prices, dividends, etc., of Standard Oil, Railroad and other stocks, can be had without charge by writing to L. R. Latrobe & Co., 111 Broadway, New York.

"Puts and Calls" or "Privileges" by which one can speculate in Wall Street, according to his own ideas, are fully described in a descriptive circular and price list which can be had, by writing for them, to William Ritchie, 66 Broadway, New York.

The reasons why Cotton is so well regarded as an investment are explained in a Special Letter prepared by Rensselaer Lyon & Co., members New York Stock Exchange, 33 New St., New York. Write them for a free copy of their "Special Letter L. W." on "Cotton."

"Regulation by Public Service Commissions" is the title of a very interesting article by Albert H. Bickmore in A. H. Bickmore & Company's *Handbook for March*. Copies of this publication may be had free upon request by writing to A. H. Bickmore & Co., 111 Broadway, New York City.

A preliminary report on the cotton outlook for the coming season—of vital importance to those who speculate in cotton—indicates a crop of about 11,000,000 bales. A copy can be had without charge by writing to H. F. Bachman & Co., members New York Stock and Cotton Exchanges, 11 Wall Street, New York.

A special free booklet pointing out the safest way to make investments of \$100 to \$1,000 in 4 per cent. first mortgage bonds, has been published by S. W. Straus & Co., the well-known mortgage and bond bankers, Straus Bldg., Chicago, and 1 Wall Street, New York. Write them for their "April Booklet—No. 601-C."

Helpful suggestions to those who want to make a start in buying investment stocks, by making a small payment at the beginning will be found in "Booklet 4" on the Partial Payment Plan prepared by John Muir & Co., specialists in odd lots and members of the New York Stock Exchange, 74 Broadway, New York. Write them for a free copy.

An instructive little booklet showing how dividend-paying securities can be safely bought by a small initial payment and monthly payments of \$5 a share, the buyer to receive all the dividends, has just been published by Degener & Burke, members New York Stock Exchange, at 20 Broad St., New York. Write them for a free copy of "The Partial Payment Plan of Security Buying."

Dangers of Submarine Navigation

(Continued from page 351)

harbor was used in trying to get word from the *F-4*, but without avail. The accident, whatever it was, had probably killed the men before this signaling was commenced.

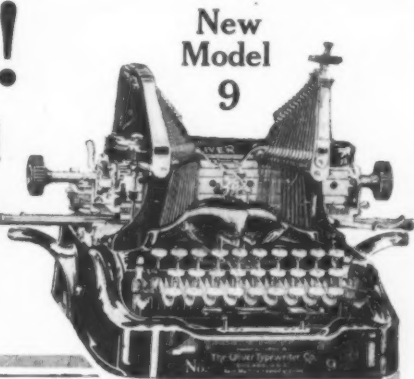
Besides these methods of communication, the sunken vessel has an air-lock fitted in the conning tower, through which one man after another may emerge into the water, and so reach the surface. Beyond 60 feet depth this could probably not be used at all, because of the pressure. There are lifting rings or shackles, so arranged that they may be caught by grappling-lines lowered by vessels searching for a lost submarine.

Some years ago the Hamburg-American liner *Amerika* ran over a British submarine in the English Channel and cut her in two. The submarine's hull is decidedly frail. It is built to withstand the steady, even pressure of the water; but it cannot well resist a sharp impact. To the seven submarines rammed and sunk in peace have been added several in the European war. It is an ever-present menace to all under-water craft, and one which, with their imperfect vision, they find it hard to guard against. Striking a rock or submerged wreck would have the same effect.

The next source of serious damage is the explosion of gasoline, or of the vapors formed by the combination of sea water and the chemicals carried. Smoking is not permitted, and all cooking is done electrically, if at all. But the affinity between gasoline fumes and electric sparks is becoming proverbial. Gasoline is the fuel used for propulsion when on the surface—electric motors supplied with current by storage batteries are used submerged. The two elements must be kept apart. And the danger of the sulphuric acid from the batteries getting into contact with a leakage of sea water, however small, is serious. Mr. Edison has shown that the resulting gases may be in sufficient quantity to asphyxiate all on board.

The danger of suffocation due to lack of air is offset largely by carrying compressed air in tanks, which is liberated as needed. American submarines have remained on the bottom for 24 hours or more without distress to their men. But after the tanks give out, trouble is certain, unless help comes. A Japanese officer in 1910 left a most touching diary, giving his sensations while he and his crew were gradually dying in this way.

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News of the Time Told in Pictures



FILIPINOS TAKE ON AMERICAN CIVILIZATION

The baseball team of the Philippine University, of Manila, recently defeated the team of the Waseda University, the college champions of the Japanese empire, in a well-played game witnessed by more than 5,000 people at Manila. The score was 3 to 2. The Filipinos take a deep interest in the game, and have developed some clever players.



THE VICE-PRESIDENT AT SAN DIEGO

Mr. Marshall visited the beautiful exposition in the southern California city, recently, and was given a rousing reception. He addressed a large audience on the exposition grounds. San Diego's Panama-California exposition is attracting many visitors, by its unique architectural beauty and its many distinctive features. Its principal aim is to adequately present the wonders and attractions of California.



WILLARD NOW CHAMPION HEAVYWEIGHT

Jess Willard, who defeated the colored pugilist, Jack Johnson, at Havana, April 5, and thereby won the world's championship as heavyweight boxer. The fight lasted 26 rounds. Johnson got \$50,000 and will have a share in the moving picture profits, which, it is estimated, will reach nearly a million of dollars. Willard received \$10,000 and a share of the picture money.



OMAHA ESTABLISHES A REPUTATION FOR HOSPITALITY

"Stop off at Omaha" is the slogan of the Omaha Bee, and this picture represents the welcome that Omaha extended to the conference of the Western managers of the Leslie-Judge Company recently. The same courtesy is extended by Mayor Dahlman to all the leading business organizations whenever they convene in the hospitable, wide-awake, flourishing city of Omaha.

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When the Germans Mastered France

Odd Scenes in the Franco-Prussian War of 1870-71

Reproduced from the 1871 Files of Leslie's Weekly

AN ALADDIN'S CAVE

Some curious stories of the present European war relate to the use made by civilians and belligerents of certain caves in France for purposes of refuge or defense. There were precedents for this kind of thing in the war of 1870-71. Herewith is shown the interior of a cavern near the village of Annet, on the river Marne, the stream along which was fought one of the fiercest and most protracted engagements of the current conflict. The cave, which was commodious, was discovered and entered by a party of German soldiers, who found that the peasants of the district had fled to it for protection as the German army came their way. The frightened people had carried thither all their portable possessions, including furniture, live stock, food, etc. The cave was lighted by candles and presented a weird appearance. Two sturdy old men opposed the invaders, but were overcome, bound and forced to point out the treasures deposited in the cave. These were immediately appropriated by the raiders as spoils of war.



A RAID ON A PROVISION BOOTH

Hungry and penniless members of the French garrison at Metz helping themselves to food at a shop in that besieged city. While one of them engaged in an altercation with the proprietress, another stole a ham and passed it to a third fellow, who hid it under his coat and escaped with it. The siege of Metz by the Germans lasted for about three months, and the garrison and the civilian population were in straits before the place at last capitulated. The commander of the French troops in the city was Marshal Bazaine. He surrendered with three other marshals, 6000 officers and 173,000 men. In 1873 Bazaine was court-martialed and sentenced to degradation and death for having failed to do his duty in Metz. The sentence was commuted to 20 years' imprisonment, but in two years Bazaine managed to escape from prison.



AN ELEPHANT HUNT IN PARIS

Owing to the extreme destitution prevailing in the French capital during the siege by the Germans, the wild beasts and birds in the "Zoos" were killed for food. Among the creatures thus sacrificed were several fine elephants. Small slices of elephant's trunk sold for \$6 each.

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